The Hong Kong Daily Press.

No. 4799 號十九百七千四第 日二十二月二年酉癸治同 HONGKONG, THURSDAY, 20TH MARCH, 1873. 四拜禮 號十二月三英 港香 [PRICE $2½ PER MONTH.

Arrivals.

March 19, ESMERALDA, Span. str., 247, Billibaso, Manila March 16th, General.—E. J. SAGE.

March 19, SYDENHAM, Brit. ship, 1,063, Frank Bristow, Shanghai 15th March, Ballast.—AUG. HEARD & Co.

March 19, MATILDA ATHELING, Brit. bark, 676, W. J. Whereat, Saigon 11th Feb., Rice.—JARDINE, MATHESON & Co.

March 19, COURIER, Brit. bk., 385, Bernard B. Alston, Cootie February 21st, Rattans.—THOS. HOWARD & Co.

March 19, NORNA, Brit. str., 606, F. Milsom, Swatow 18th March, General.—KWOK ACHEONG.

March 19, SUMATRA, Amer. ship, 1,072, Mullen, San Francisco 25th January, General.—RUSSELL & Co.

March 19, H.M.S. RINGDOVE, 976, Acting Comdr. Dicken, Canton March 19th.

March 19, ALTONA, Brit. str., 1,179, K. Hore, Shanghai 16th March, General.—WM. PUSTAU & Co.

March 19, YANGTSZE, Brit. str., 782, Corner, Shanghai 16th March, General.—SIEMSSEN & Co.

Departures.

March 19, SAN LORENZO, str., for Iloilo.

March 19, YESSO, str., for East Coast.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, MARCH 19TH.

Fangh Balangh, for Tientsin.

Esmeralda, str., for Amoy.

Passengers.

Per *Norna*, str., from Swatow,—Mr and Mrs. J. B. Hartwell, Mrs. Hudson, 3 European deck and 197 Chinese.

Per *Esmeralda*, str., from Manila,—13 Chinese.

Per *Courier*, str., from Cootie,—Mr. Howard and servant, and 2 Chinese.

Per *Ringdove*, str., from Canton,—Lieut. Col. Smith, Deputy-Assist. Comptroller Mayers, Mrs. Mayers, Staff-Surgeon Balm, Mr. Hughes.

Per *Yangtsze*, str., from Shanghai,—72 Chinese.

Per *Altona*, str., from Shanghai,—12 Chinese.

Per *Fangh Balangh*, for Tientsin,—1 Chinese deck.

The following passengers proceed by the P. & O. Co.'s steamship *Travancore*, to-day, at noon:—

For Bombay,—Mr. C. H. Chinoy. For Suez.—The Rev. H. H. Hart and Mr. A. J. C. White. For Venice,—Messrs. Paul Apcar, D. Monour, D. McLean and R. Boll. For Brindisi,—Mr. and Mrs. Francis and Mr. Edward Short. For Southampton,—Mr. and Mrs. G. Baker and child, and native servant, Mrs. Goddard, child, and native servant, Mrs. Humphreys and child, Dr. Alex. G. Bain, Messrs. C. S. Brand, Russell Goddard, W. H. Piller and R. W. Brooks.

Reports.

The British steamship *Norna* reports left Swatow on 18th March, had fresh N.E. winds and cloudy weather throughout.

The British bark *Sydenham* reports left Shanghai on 15th March; had heavy breezes from Shanghai to Breaker Point, from thence N.N.E.; since then fresh breezes at E.N.E. to N.E.; sighted two large steamers on the morning of 17th instant, off Ockseu, both standing to the Northward.

The British steamship *Altona* reports left Shanghai on 16th March, had strong N.E. winds and hazy weather throughout.

The British steamship *Yangtsze* reports left Shanghai on 16th March, had strong N.E. monsoon, fine and cloudy weather throughout; passed a blue funnel steamer, (one of Holts), off Tae Islands on the 17th at p.m.

The American ship *Sumatra* reports left San Francisco on 25th January, had moderate N.E. trades; across the Pacific called in at Honolulu on 7th March; had N.E. monsoon to the Bashees, passed on 17th March; from thence strong N.E. monsoon and cloudy weather across the China Sea to arrival.

The British bark *Matilda Atheling* reports left Saigon on 11th February, had strong gales from the N.E., lasting till 21st February: after which got moderate N. and N.E. monsoon and fine weather till the 17th instant, when got a heavy N.E. gale with a heavy confused sea; at 10 p.m. a heavy sea struck the ship, shifting cargo to port carrying away port quarter-boats, and bulwark, and filling the cabin, heavy weather continued to arrival.

The British bark *Courier* reports left Borneo on February 21st; through Malacca Straits light S.E. winds; sighted Cape River on the 23rd; across Celebes Sea moderate N.W. to S.W. winds and heavy squalls with much rain; Surangain Island on March 1st, wind hauled to Northward; ran down the Easting in 7 N., current Southerly to S.E. In 132 E. wind veered to Eastward; passed Sequierus on March 8th, variable monsoon; sighted Balingtang on 16th March, and Pedro Branca on March 18th; across China Sea strong monsoon and heavy sea from North. No vessels spoken or seen.

Auction Sales To-day.

J. M. ARMSTRONG,
At 12 noon,
Sundry Goods.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1193 Hongkong, 27th June, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE, *Secretary*
Hongkong, 1st November, 1871. [tf 383

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.

Court of Directors:—
Chairman—S. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. Cabliss, Esq. | H. Melchers, Esq.
A. F. Heard, Esq. | Thos. Pyke, Esq.
A. José, Esq. | Hon. R. Rowett.
H. B. Lemann, Esq.

Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 11 Queen's Road East.
tf 10621 Hongkong, 13th February, 1873.

AGRA BANK, LIMITED.

NOTICE is hereby given, that in accordance with instructions received from the Board of Directors, the HONGKONG BRANCH will be closed on 31st December, 1872, after which date Messrs. GILMAN & Co. will act as Agents for the Bank at this Port.
H. HUGHES,
Manager, Hongkong Branch.
2, Queen's Road East,
Hongkong, 13th December, 1872. [3m 2178

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored therein.
GIBB, LIVINGSTON & Co.
tf Hongkong, 24th August, 1864.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month	¼ of the annual rate
Above 1 month, and not exceeding.....	3 " ¼ do. do.
Above 3 months and not exceeding.....	6 " ½ do. do.
Above 6 months the full annual rate.	

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.
GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.
tf 1167 Hongkong, 24th June, 1872.

PHŒNIX FIRE INSURANCE COMPANY

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1192 Hongkong, 27th June, 1872.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.
AUGUSTINE HEARD & Co., *Secretaries.*
tf 557 Hongkong, 1st April, 1871.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date until further notice, a *Return* of Twenty per cent. (20%) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*
tf 1159 Hongkong, 24th June, 1872.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

THE QUEEN INSURANCE COMPANY

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, *to the extend of £10,000, on Buildings or on* Goods stored therein.
NORTON, LYALL & Co.
tf 241 Hongkong, 22nd January, 1870.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days,	⅛ of the annual rate.
Not exceeding 1 month,	¼ do. do.
Above 1 month and not exceeding 3 months...	½ do. do.
Above 3 months and not exceeding 6 months...	¾ do. do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents.	¼ per cent.
Other dwelling Houses, used strictly as such, and their contents.	⅜ per cent.
Godowns, Offices, Shops, &c., and their contents.	1 per cent

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company.
tf 864 Hongkong, 7th March, 1865.

Notices of Firms.

NOTICE.

MR. MERALLYBHOY MAHOMEDBHOY being about to leave the Colony for Bombay, Mr. BHULLOOBHOY JOHNMAHOMED is authorized to sign in my name.
JAIRAZBHOY PEERBHOY.
13d 442 Hongkong, 19th March, 1873.

MR. SUTHERY GODFREY BIRD is authorized to sign our firm per procuration in Formosa.
DODD & Co.
2m 433 Amoy, 14th March, 1873.

MR. CARDROSS GRANT has been admitted a Partner in our firm.
BRADLEY & Co.
tf 1 Swatow, 1st January, 1873.

MR. F. LANCKEN and Mr. C. W. SIEGFRIED have this day been admitted partners in our firm in Hongkong and China.
WM. PUSTAU & Co.
6m 2 Hongkong, 1st January, 1873.

I HAVE this day admitted Mr. J. ALABOR a partner in my firm, which will henceforth be conducted under the style of MEYER, ALABOR & Co.
ADOLPH E. MEYER.
3m 5 Hongkong, 1st January, 1873.

THE interest and responsibility of Mr. ADOLF EMBCKE in our firms at Canton and Hongkong, ceased on the 31st December, 1872.
From this day Mr. OTTO BENECKE becomes a partner in both houses.
CARLOWITZ & Co.
3m 9 Hongkong, 1st January, 1873.

NOTICE.

MR. HERMANN STOLTERFOHT has been authorized to sign our firm.
HESSE & Co.
tf 11 Hongkong, 1st January, 1873.

THE interest and responsibility of Mr. C. R. HERMANN in our firm ceases from this date.
CHS. J. GAUPP & Co.
tf 12 Hongkong, 31st December, 1872.

THE interest and responsibility of Mr. H. H. WARDEN and Mr. DAVID KING, Jr., in our firm ceased in the 31st December last.
Mr. E. W. STEVENS is admitted a partner from this date.
RUSSELL & Co.
3m 14 China, 1st January, 1873.

NOTICE.

THE interest of Mr. H. L. NORONHA, in the Printing Establishment of the Undersigned, ceased on the 30th of September last.
Mr. D. NORONHA, Senior, has re-assumed the managing business of the office.
NORONHA & SONS.
3m 2249 Hongkong, 24th December, 1872.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half year ended 31st Dec., 1872, at the rate of Six per cent. per annum (6 %), will be payable at the HONGKONG AND SHANGHAI BANK on and after FRIDAY, the 28th Feb.
Dividend-Warrants must be obtained from the Acting Secretary at the office of the Company, No. 1, Club Chambers.
By order,
ROBERT DUNCAN,
Acting Secretary.
1m 313 Hongkong, 25th February, 1873.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 15 per cent. per annum, or $6 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after SATURDAY next, the 18th instant. Shareholders are requested to apply at the office of the Company for Warrants.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
tf 112 Hongkong, 16th January, 1873.

HONGKONG HOTEL COMPANY, LIMITED.

THE DIVIDEND of $3 (Three Dollars) per cent. to 31st December, 1872, declared at the Half-yearly Meeting of the HONGKONG HOTEL COMPANY, LIMITED, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after MONDAY next, the 27th instant. Shareholders may obtain Dividend Warrants for the same on application to the undersigned.
By Order of the Board,
ED. BAKER,
Secretary.
tf 155 Hongkong, 24th January, 1873.

CHINESE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR ENDING 31ST DECEMBER, 1872.

CONTRIBUTORS of business to the above mentioned Company are hereby requested to hand to the Undersigned before the First day of March next, papers shewing their contributions for the year ending 31st December, 1872, *in order that their share of the divisible* profits may be ascertained. Should such Contributors fail to render the returns specified, their accounts will be made up in conformity with the books of the Company.
OLYPHANT & Co.,
General Agents.
tf 24 Hongkong, 1st January, 1873.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and, Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.
The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.
GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.
NORTON, LYALL & Co.,
Agents.
tf 1174 25th June, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 23rd March and 13th April, altering Classes Nos. 103, 104, 105, 107, and 161 of the Articles of Association, (such changes to take effect from 1st January, 1872), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—
Two-thirds (2/3rds) to all contributors, whether shareholders or not, in proportion to the net amount of premia contributed by each.
One-third (1/3rd) to be carried to the Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 716 Hongkong, 17th April, 1872.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,
THIS DAY.
the 20th day of March, 1873, at noon,
At his Sales Rooms, Queen's Road,—
Hhds. of PORTER XX.
Cases LIQUEURS, assorted kinds.
Cases VERMOUTH.
Cases CURACAO.
5 Cases BLUE COLOURS.
2 Cases French TOBACCO.
W. SAUCE, SALAD OIL, TAPIOCA, &c.
Door HANDLES, LOCKS, HOOKS, Clothes HOOKS.
Assorted White BUTTONS, SHACKLE KNIVES.
Assorted Meerschaum PIPES, Briar Wood PIPES, Cigar HOLDERS, &c.
Also,
An Invoice of Gilt BROOCHES, EARRINGS, CHAINS, NECKLETS, LOCKETS, SUITES of STUDS and LINKS, Collar STUDS, Writing CASES, Fancy BOXES, &c.
And,
An Invoice of PAINT, comprising White Zinc, White Lead, Green, Yellow, and Black.
And Sundry other GOODS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
444 Hongkong, 19th March, 1873.

GENERAL WEEKLY SALE.

LANE, CRAWFORD, & Co. will sell by Public Auction, in their Sales Room, Queen's Road,
TO-MORROW,
the 21st March, 1873, at noon,—
GILMAN'S STORES, Tart FRUITS, Curry POWDER, ARROWROOT, Soft SOAP, Bath BRICKS, Turkish TOWELS, Silk UMBRELLAS, Dinner SETS, MIRRORS, and Cheval GLASSES.
Also,
An Invoice of PAINTS and OIL: White Lead and Zinc, Green, Black, and Yellow PAINTS, and Boiled OIL.
10 Casks OPORTO.
100 Pairs Coolie BLANKETS.
2 Cases Washing SODA.
1 Case Gilt LEDGES, for Picture Frames.
Chameleon TOPS.
Wonderful TUBS.
Exhibition CARTE DE VISITES SLIDES.
" Stereoscopic SLIDES.
" CABINETS.
CARTES of CELEBRITIES, Coloured and Uncoloured.
CABINETS of CELEBRITIES, Coloured and Uncoloured.
And,
56 Cases RIFLES.
9 " Percussion CAPS.
500 Boxes KAIBASHIRO, or Japanese Dried FISH.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
445 Hongkong, 19th March, 1873.

FURNITURE SALE.

ENGLISH AND CHINA-MADE FURNITURE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at the Residence of Dr. H. H. WINN, Alexandra Terrace, on
THURSDAY,
the 27th March, 1873, at 2 P.M.—
The whole of his HOUSEHOLD FURNITURE, comprising Damask-covered COUCHES and CHAIRS, CHIFFONIERES, MIRRORS, PAINTINGS, CARPETS, CHANDELIERS, Dining TABLE, GLASS, CROCKERY, and ELECTRO PLATED WARE, WARDROBES, CHESTS of DRAWERS, BEDSTEADS, WASHSTANDS, Toilet GLASSES and TABLES.
Also,
A BILLIARD TABLE, complete.
&c., &c., &c.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of descriptions, at purchasers' risk on the fall of the hammer.
446 Hongkong, 19th March, 1873.

NOTICE TO MARINERS.

THE Government of Japan publishes on the 11th Month (December) of each year, for the use of Mariners, a
DESCRIPTIVE LIST
OF ALL THE
LIGHTHOUSES, LIGHTSHIPS, BUOYS, AND BEACONS,
Established by them—giving the characteristic appearance and correct bearings of each.
Mariners are requested not to purchase any List, except that for the year current at the time of purchase, as changes may have taken place, and no reliance can be placed on any List which has been published for a preceding year.
Copies of the List for the present year can now be obtained from Messrs. LANE, CRAWFORD & Co., at Yokohama, Shanghai, and Hongkong; from Messrs. KIBBY & Co. at Kobe; from Messrs. ADAMS & Co. at Nagasaki; and also at the Lighthouse Office, Benten, Yokohama.
PRICE, $1.25.
R. HENRY BRUNTON,
Engineer,
PUBLIC WORKS DEPARTMENT,
SECTION OF LIGHTHOUSES,
BENTEN, YOKOHAMA,
11th Month, 15th Year of Meiji,
(December, 1872.)
Yokohama, 28th February, 1873. [7d 434

NOTICE

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

ON and after this date, the Messageries Maritimes Steamers will touch at Naples. It will be optional for passengers to land either at Naples or at Marseilles. The rate of passage money being the same for both places.
C. BERTRAND,
Principal Agent.
tf 426 Hongkong, 15th March, 1873.

NORTH-CHINA INSURANCE COMPANY.

MR. REGINALD D. STARKEY is authorized to sign Policies, and act on behalf of the above Company at Hongkong, from 1st March, 1873.
By order of the Court of Directors,
HERBERT S. MORRIS,
Secretary.
tf 327 Shanghai, 26th February, 1873.

NOTICE.

ROYAL INSURANCE COMPANY.

FROM and after this date, a Discount of 20 per cent. on the current rates of Premia will be allowed to all contributors.
ROBERT S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1162 Hongkong, 24th June, 1872.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE ATTENTION OF SHIPPERS is called to the future distribution of the Profits of this Company, two-thirds (2/3rds) of which, after payment of interest, will now be divided amongst all Contributors of business, whether Shareholders or not, rateably in proportion to the amount of Nett Premia contributed.
WM. PUSTAU & Co.,
Agent.
tf 663 Hongkong, 9th April 1872

Intimations.

FOR SALE.

CALIFORNIA OATS, fresh, and of excellent quality.
MACEWEN & Co.
1m 339 Hongkong, 1st March, 1873.

TO FAMILIES RETURNING HOME.

A RESPECTABLE Married Woman, who is used to children, is desirous of taking charge of some, or to attend on a lady, in return for a passage to England. Address, "C.," Office of *Daily Press.*
372 Hongkong, 7th March, 1873

WANTED.

BY a Person whose engagement will shortly expire, a SITUATION as BOOK-KEEPER, or in any other capacity in a merchant's office. The Advertiser has had long experience in Bookkeeping, and is willing to make himself generally useful. Testimonials and references first-class. Address, "I. J.," care of the *Daily Press* Office.
357 Hongkong, 4th March, 1873.

TO BE SOLD.

THE GROUND and PREMISES at Queen's Road, Spring Gardens, known as ST. FRANCIS HOSPITAL. The Ground contains 40,430 square feet, affording sufficient space for over 50 ordinary Chinese Houses. The Premises, as they stand, are well suited for a School, a Hospital, or any public Institution.
For further particulars, apply to
CALDWELL & BRERETON,
Solicitors,
29, *Queen's Road, Hongkong.*
3m 200 Hongkong, 1st February, 1873.

CRAUFURD COLLEGE,
MAIDENHEAD, BERKS, ENGLAND,

CONDUCTED by EDWARD DE EWES, with the assistance of French, German, and English Masters.
TERMS.—Pupils under 13 years....40 guineas.
" over 13 years....50 "
The Course of Instruction includes English, Classics, Mathematics, and Modern Languages, with any other branches of study which may be required for the future course in life of the pupil.
REFERENCES:—
The Rev. the Master of Dulwich College.
The Rev. J. C. BELL, M.A., Head Master of Christ's Hospital.
The Rev. Dr. SCHMETTAU, Ph. Dr., Secretary of the Evangelical Alliance, 9, Adam St., Strand, London.
The Rev. H. JONES, M.A., Secretary of the Turkish Mission, 18, Adam St., Strand, London.
H. LLOYD, Esq., Recorder of Chester.
S. POTTER, Esq., 36, King St., Cheapside, London.
SIMS REEVES, Esq., Grange Mount, Upper Norwood. [3m 351

NOTICE.

THE Undersigned begs to inform the Residents of this Colony, that he is ready to give LESSONS in ENGLISH and FRENCH, and solicits their kind patronage. Terms moderate.
Apply to J. M. HANLON, *No. 12, Aberdeen Street, Hongkong.*
6m 216 Hongkong, 5th February, 1873.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

E. R. HANDLEY,
HOUSE AND SHIP PLUMBER, COPPER SMITH,
BRASS FOUNDER AND GAS FITTER,
39 and 40, *Praya West,*
Next to the P. & O. Coal Stores,
tf 1691 HONGKONG. (Sept. 15

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.
RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

K. K. PRIV. OESTERREICH. VERSICHERUNGS-GESELLSCHAFT "DONAU," VIENNA, LIMITED.

THE Undersigned, having been appointed General Agents for the above Company, are prepared to grant Marine Risks at current rates.
MELCHERS & Co.
6m 2113 Hongkong, 1st December, 1872.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified that in accordance with the 36th Clause of the Articles of Association of the Company, the Sixth Call of Twelve Dollars and Fifty cents per share is payable on the 31st December current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.
Interest at the rate of Twelve per cent. per annum will be charged on all calls paid *after that day.*
By order,
A. NOEL BLAKEMAN,
Secretary.
2166 Hongkong, 10th December, 1872.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents.	¼ per cent.
Other Dwelling Houses (similarly situated) and their contents	½ per cent.
Offices and Godowns and their contents.	1 per cent.

Other Risks by Special arrangement.
The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days	⅛th per cent.
Not exceeding..... 1 month	¼ per cent.
Above 1 month, and not exceeding.....	3 " ¼ "
Above 3 months, and not exceeding.....	6 " ½ "
Above 6 months, the full annual rate of 1	"

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1763 Hongkong, 13th September, 1869.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire,* subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED, LONDON.

THE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Attention of Shippers is called to the low rates of Premiums charged by the undersigned Agents of above named Companies, for all steamer risks, subject to a brokerage of 15 per cent.
The "Oosterling," as well as the "Globe," after paying the Shareholders a dividend of 10 per cent. on their paid-up Capital, distribute 25 per cent. of the surplus of the profits pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premium. Particulars can be obtained at the Office of
SIEMSSEN & Co.,
Agents.
tf 40 Hongkong, 16th October, 1872.

Intimations.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship
"MENZALEH,"
Captain Mourrut, will be dispatched for YOKOHAMA,
shortly after the arrival of the next French Mail.
C. BERTRAND,
Principal Agent.
451 Hongkong, 20th March, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship
"TIGRE,"
Captain Lecointre, will be despatched for SHANGHAI,
shortly after her arrival from Europe.
C. BERTRAND,
Principal Agent.
452 Hongkong, 20th March, 1873.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Half-yearly MEETING of the Shareholders of this Society will be held at its Head Office, Hongkong, TO-MORROW, the 21st March, at three o'clock P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1873.
The Transfer Books of the Society will be CLOSED from the 8th to the 1st March, both days inclusive.
By order of the Board.
N. J. EDE,
Secretary.
21d 346 Hongkong, 1st March, 1873.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Third Ordinary Yearly MEETING of Shareholders in this Company will be held at the Company's Offices, Bank Buildings, Queen's Road, Victoria, on FRIDAY, March 28th, 1873, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the Board of Directors, and electing Directors and Auditors for the ensuing year.
By order,
A. NOEL BLAKEMAN,
Secretary.
10d 447 Hongkong, 18th March, 1873.

INDO-CHINESE SUGAR COMPANY, LIMITED.

THE Transfer Books of the Company will be closed from the 14th to the 28th inst., both days inclusive.
By order,
A. NOEL BLAKEMAN,
Secretary.
10d 448 Hongkong, 14th March, 1873

OFFICE OF THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Second Ordinary MEETING of the Shareholders of the above Company will be held at the Head Office, Victoria, Hongkong, on FRIDAY, the 28th March, 1873, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1872.
The Transfer Books of the Company will be CLOSED from the 15th to the 28th March, both days inclusive.
By order of the Board,
OLYPHANT & Co.,
General Agents.
21d 389 Hongkong, 8th March, 1873.

THOMPSON & HIND

BEG to call attention to their extensive ASSORTMENT of "NEW GOODS," just received ex French Mail, consisting of—
A well-selected Stock of White and Colored Ground Printed
CAMBRICS and PIQUES,
suitable for Ladies' Morning Costumes and Wrappers.
WHITE CAMBRICS, JACONETS, MUSLINETS, and BRILLIANTES.
LAWNS, GRASS-CLOTHS, and HOLLANDS.
ALSO,
A Choice Lot of YAAK, CLUNY, MALTESE, VALENCIENNES, and other LACES.
LACE, MUSLIN, and LENO CURTAINS, MOSQUITO NETS, ANTIMACASSARS, SHORT BLINDS, and TOILET MUSLINS.
FANCY GRENADINES, MUSLINS, and LUSTRES, for Morning and Evening Wear.
ALPACAS, MOHAIRS, and other MATERIALS in the newest tints.
CHILDREN'S UNDERCLOTHING, MUSLIN and LACE SETS, TIES, BOWS, COLLARETTES, LACE HANDKERCHIEFS, SUNSHADES, and PARASOLS.
A Selection of
ELEGANT SPANISH COMBS and MILLINERY, in the Latest Novelties.
LADIES' and CHILDREN'S BOOTS and SHOES.
33, *QUEEN'S ROAD CENTRAL.*
440 Hongkong, 18th March, 1873.

BREAKFAST CLARET, FOR FAMILY OR MESS USE.

125 BOTTLES OF VERY GOOD BREAKFAST CLARET,
(Red Seal.)
Selected by the undersigned, may be had for $24.
G. DUBOST & Co.
6m 436 Hongkong, 18th March, 1873.

SAILORS' HOME.

ANY persons having claims against this Institution, are requested to send them to the Undersigned without delay.
H. G. THOMSETT,
Honorary Secretary.
14d 395 Hongkong, 10th March, 1873.

NEITHER the Undersigned nor the Owners of the German Ship *Georges*, now lying in this port, will be responsible for any debts contracted by the Captain, Officers, or Crew of the said vessel.
CARLOWITZ & Co.
tf 334 Hongkong, 28th February, 1873.

SELLING OFF!

AT 25 per cent. below cost price. The whole of the STOCK-IN-TRADE, FURNITURE, and FIXTURES of the Establishment of Messrs. M. & J. ULLMANN, Nos. 96 and 98, Queen's Road.
The premises must be cleared by the 15th of April.
Any person wishing to tender for the whole Establishment as it now stands, will be treated with on the most liberal terms. Apply on the premises.
1m 386 Hongkong, 8th March, 1873.

Intimations.

HONGKONG CHORAL SOCIETY.

PROGRAMME for the CONCERT IN THE CITY HALL
TO-MORROW (FRIDAY) EVENING,
21st March.

PART I.

1.—*God Save the Queen.*
2.—*Pianoforte Duet:*—"March from First Suite for Orchestra."—FRANZ LACHNER.
3.—*Sacred Cantata "Lauda Sion."*—MENDELSSOHN.
1. Chorus—"Praise Jehovah."
2. Chorus—"By his Providence."
3. Solo and Chorus—"Sing of Judgment."
4. Quartette—"Ye who from."
5. Chorus—"They that thro'."
6. Chorus—"Bless the People."
7. Quartette and Chorus—"When they thirsted."
8. Quartette and Chorus—"Thou did'st free them."

PART II.

1.—*Four Part Song.*—"Ever True."—HATTON.
2.—*Trio.*—Pianoforte, Violin and Violincello—"Allegro, Op. 1, No. 3."—BEETHOVEN.
3.—*Quartette.*—"The Happiest Land"—From the German.
4.—*Pianoforte Duet.*—"Introduction and Variations from an Original Theme"—"Op. 82, No. 2."—SCHUBERT.
5.—*Four Part Song.*—"The Pilgrims."—LESLIE.
6.—*Solo.*—Violincello with Pianoforte accompaniment—"Cantilena and Finale, Op. 70"—GOLTERMANN.
7.—*Four Part Song.*—"The Spring Song."—CIRO PINSUTI.

Tickets, price $2 each, can be obtained at Messrs. LANE, CRAWFORD & Co.'s, and at the door of the Hall on the night of the Performance.
E. G. ALFORD,
Hon. Secretary.

"THE CHRONICLE AND DIRECTORY"
FOR 1873.

NOW READY.

THIS Work, now in the ELEVENTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1873" has been further augmented by a

CHROMO-LITHOGRAPH
OF THE
FOREIGN SETTLEMENTS OF SHANGHAI;

In addition to a Chromo-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS
(*Designed expressly for this Work*);

MAPS OF HONGKONG, JAPAN, and of the
THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

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Foochow..... " HEDGE & Co.
Ningpo..... " KELLY & Co., Shanghai.
Shanghai..... " HALL & HOLTZ.
" ..... " KELLY & Co.
Hankow and River Ports. " HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang. " HALL & HOLTZ and KELLY & Co., Shanghai
Tientsin and Peking..... " HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki.....THE C. & J. TRADING CO.
Hiogo, Osaka...THE C. & J. TRADING CO.
Yokohama.....Messrs. LANE, CRAWFORD & Co.
" .....Mr. E. J. MOSS, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOYZAGA & Co.
Saigon..... " M. RIBEIRO & Co.
Singapore.....*Straits Times* Office.
Calcutta.....*Englishman* Office.
London.....Mr. F. ALGAR, Clement's Lane.
" ..... " GEO. STREET, 30, Cornhill.
" .....Messrs. TRÜBNER & Co.
" ..... " BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York.....Messrs. S. M. PETTINGILL & Co. 37, Park Row.

BIRTH.

On the 17th instant, the wife of J. R. WHITE, of a son.

On the 19th instant, at Hongkong, Mrs. P. KARBERG, of a son. [459

DEATH.

On the 18th instant, at Whampoa, China, MARY, the much beloved wife of Thomas Edgeworth Hubgood, late of Hongkong. The funeral will take place at 5 P.M. to-day, the 20th, at Happy Valley.

The Daily Press.

HONGKONG, MARCH 20TH, 1873.

THE HARBOUR MASTER'S report, which was published at length on Monday last, presents in addition to the statistics, which, on the whole, give satisfactory evidence of the increase of the general trade of the port, several features of much interest to the mercantile community of the Colony. The usefulness of the statistical part of the report, is diminished to some extent by the unfortunate fact that a gentleman, who has been permitted to resign, neglected to make up the necessary tables for 1871; but the comparison between 1870 and 1872 shows that, on the whole, the shipping trade of the port is progressing favourably.

The two matters of most general interest to which attention is directed, are the increase of casualities on the coast, and the extent of the junk trade to Formosa and to the coast of China.

With regard to the former matter, the HARBOUR MASTER lays much stress upon the want of caution too often displayed by the masters of vessels in their anxiety to effect rapid passages, and especially their neglecting in times of doubt to take careful castings with the lead. This, the investigations which have taken place shows, has frequently been the cause of vessels being lost, and it is to be hoped that the pointed remarks of the HARBOUR MASTER on this subject will have the effect of inducing more care in these directions in future. The most careful surveys, it is pointed out, cannot attain an accurate chart of every portion of the coast, and hence whenever a vessel is in the vicinity of land, it is necessary to ensure her safety by frequent resort to the lead.

The observations which the HARBOUR MASTER makes respecting the junk trade, are of interest at the present time, when the Chinese are starting a steamer company of their own, and under their own flag. It appears from the report that the junks are maintaining their ground in the traffic between this and the coast, and that this fact results, in Capt. THOMSETT's opinion, partly from their being a much cheaper mode of conveyance, and partly from the fact that only junks can touch at non-Consular ports. The former reason is probably not of much force, and, in fact, is incidentally admitted by Captain THOMSETT not to be so, inasmuch as he says that, but for the fact that the junks only can visit the non-Consular ports, they would not be able to compete with steamers. That this is the case, at least in respect to long distances, has been abundantly proved by the trade on the River Yangtsze, where the junks have had to yield to the steamers all the long journey traffic, though it was at first doubted whether it would be possible to compete successfully with so cheap a mode of conveyance. No doubt the comparative security against perils of the sea which steamers afford has much to do with this, and their immunity from piratical attacks forms also a consideration of importance. It seems clear from the HARBOUR MASTER's report, that should the steamers under the native flag be allowed to trade at non-treaty ports in the same way as the junks, they will find a very good field open to them; and the question will then doubtless arise whether foreign steamers should not be allowed the same privileges. It may be recollected that in Sir RUTHERFORD ALCOCK's Convention it was proposed that the privilege of trading to non-treaty ports, under the title of subsidiary ports, was proposed to be granted to vessels clearing from a Consular port, but not to those from Hongkong. The nature of the trade at present existing, as shown by the HARBOUR MASTER's report, will give an idea of the extent to which this would divert traffic from Hongkong, and of the necessity of the Colony's being watchful that terms so detrimental to its trading interests be not introduced into the Treaty with China, should the long talked-of revision ever take place.

The steamer *China* arrived at Shanghai on the 18th instant.

An announcement appears elsewhere to the effect that the Oriental Telegraph Company have appointed Mr. G. Holmes their Agent here, and that he will be prepared to forward messages at a considerable reduction on the rates ruling heretofore.

As the Canton steamer *Kiukiang* was discharging at the wharf at Canton on Tuesday evening, a clumsy street-coolie employed by a Chinese Hong there to carry bales of cotton from the steamer to the Hong, suddenly let his burden of cotton drop from his shoulder on to a small girl of six years, who was picking up scraps, and crushed her to death on the spot.

An inquest was commenced yesterday afternoon at the Government Civil Hospital at 4.30 P.M., before A. Lister, Esq., Coroner, and a jury consisting of Messrs. H. O. de la Camp, W. Reiners, and O. Reiners, on the body of a Chinese named Lan-chan-foo, who it was said died from the effects of wounds caused by a Chinaman named Kwan-a-suey, who on the 13th instant gave him several blows and threw him over a wall. The assailant is in custody having been remanded since the 13th. Last night being a busy night in consequence of the mail going away, a request on the part of the jurors made for an adjournment was acceded to, and the inquest will be concluded this day at the Magistracy at 5 P.M.

The Annamite steamer *Dang Wee*, which arrived in this port from Touron on the evening of the 18th instant, has come for the sole purpose of undergoing extensive repairs at the "Novelty Iron Works" as did the Annamite steamer *Toon Saib*, which left this on the 3rd January. The Annamite Government were so well pleased with the extensive fitting and repairs done to the *Toon Saib* at the "Novelty Iron Works," superintended by Captain Sands, that they struck a magnificent gold medal, and presented it to the Chief Engineer of the works, and resolved to have the same extensive repairs done to the *Dang Wee*. Messrs. Agustine, Heard and Co. thereon despatched their Chief Engineer to Saigon in the *Toon Saib* to give an estimate of the work on the *Dang Wee* and to bring her to Hongkong, and he returned in her on the 18th and she will shortly go under the sheers for the purpose of repairing. These works have executed some very extensive work lately for the Russian Navy, and other large steamers, and every credit has been given to Captain Sands, and Messrs Agustine Heard & Co., for the way in which they have turned it out.

LATE TELEGRAMS.

SPECIAL TO "DAILY PRESS."

SHANGHAI, March 19th.

H.I.H. the Grand Duke Alexis left for Hankow yesterday.

A successful Saint Patrick's Dinner has been given by the Irish Members of the Community.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 17th March, 1873.

The Queen has summoned Mr. Gladstone, who desires to retire into private life.

The Conservatives urge Lord Derby to form a Cabinet. The adjournment of Parliament is expected.

CANAL.

Homeward.—*Phase, Sarpedon.*
Outward.—*Pearl, Amazone.*

Hongkong, 18th March, 1873.

THE LOSS OF THE "SERICA."

Charles Brown, a Dane, the only survivor from the wreck of the late British ship *Serica*, commanded by Capt. Innes, which left Hongkong on the 2nd November for Monte Video, and was wrecked on the Paracela at 8.30 p.m. on the 3rd November, arrived in the Annamite steamer *Dang Wee* on the evening of the 18th. He states that after the raft left the wreck it was eight days beating about in dreadful weather ill-provided with food, water, or clothing. One by one the men daily failed to hold on through weakness, and were washed away. The crew at first consisted of 28 hands. The Captain died four days after starting on the raft, and eight men a few days later. On the 8th night, the raft struck on a rock and was smashed and the remaining number of the crew in an exhausted state were drowned, and he alone managed to cling to the rocks and was saved from immediate drowning. Six days he sat and watched the sea, feeding on stray shell-fish, and was so fortunate as to find a little fresh water on the ledges. On the sixth day he was saved by a fishing junk, the captain of which treated him kindly, and took him to Khanhoa. By this time he was one mass of sores, his legs nearly dropping off from the effects of salt water, and he was perfectly helpless. The French Missionary on shore at Khanhoa took him in and treated him very kindly, bound up his wounds, and provided him with nourishing food, by which, combined with the great attention he received from the Padre, he was strengthened in six days. The Padre then provided him with clothes, and took great pains to secure through the mandarin his safe conveyance to Touron in a palanquin which the French missionary provided. Charles Brown desires to take this opportunity of expressing his sincere gratitude to the Padre at Khanhoa for his unceasing kindness towards him. He arrived at Touron on the 20th January, after a journey of three weeks, having stayed with the French missionary at Khanhoa six days. He is also grateful for the treatment he received on the road to Touron. He remained in Touron under the care of the French missionaries till the 13th March, and was treated very kindly by them. He then embarked on board the Annamite Government steamer *Dang-Wee*, which on the same day sailed for Hongkong, and feels grateful to all for his deliverance and safe arrival.

POLICE INTELLIGENCE.

BEFORE THE HON. C. MAY.

SEEING NOT BELIEVING.

Mr. Henry May, proprietor of the Victoria Hotel, charged his cook, How-a-kew, as follows:

Complainant stated that he had entrusted his cook, the defendant, to go to market to fetch home his poultry, and had suspected him for some time of cheating him. He had made the excuse that he had them killed and cleaned in the market, and therefore he could not properly tell the weight. This morning, the 19th instant, he resolved to go with defendant to the market himself, and he tried to avoid his going with him; he followed him, however, and when at the poultry shop the defendant and the shopman were talking together; they wanted to give dressed fowls, but he asked for live ones, and the shop people demurred at giving them, but eventually they were procured and weighed. The defendant said something to the shopman, and the fowls were said to him to be 5 catties. He looked at them and thought they looked small, and without the shopman's knowledge took them to the compradore, and one of the men weighed the fowls, and the defendant again said something to this man and he was told they weighed 5 catties. He was not satisfied with this state of affairs, so took them to Mr. Frisby's shop, and found they only weighed four catties and two taels. The defendant has been continually doing this, as the two shop people told him.

Mr. May.—Then you ought to have charged those two shop people with conspiring with your cook to rob you.

Complainant said he so charged them now. The two shop people, Chun-a-wong and Ching-a-yum, were then placed on the charge sheet, charged with conspiring with complainant's cook to rob his employer.

Inspector Grimes said he had weighed the three fowls, and they only weighed 4 catties and 4 taels. In the first defendant's book, he found an entry of four and half catties, four taels short of the weight alleged.

First defendant said that when he went to his master he asked him how much fowl would do, and he said five catties, and when at the shop he must have misunderstood him to have said they weighed five catties. There was only four and a half.

Second defendant said the same. Some misunderstanding must have taken place, as they did not weigh that, and they had lost in weight since sold.

Third defendant said other customers were in the shop when complainant came, and serving them he must have forgot what he was saying when he said five catties.

Defendants were sent to three months' hard labor each.

A VERY AWKWARD METHOD IN HIS MADNESS.

Mr. Gustave von Overbeck charged his compradore, Choo-a-fai, as follows:—

Complainant said defendant had been in his employ seven years. On the 27th of February a bill was presented to him by Mr. Hawkins for $63, which he directed the defendant to pay. The next morning the defendant handed back the bill, which had been duly receipted and stamped in the usual way, as if it had been paid, and it was so entered in his books. On the 18th he heard a noise in his office as of an altercation, and he then perceived that Mr. Hawkins' collector was demanding payment of the last month's bill. He then made inquiry, and found that the bill had not been paid, another instance occurred with regard to Mr. Sassoon's rent account. He had reason to believe that for the last three months the defendant had been in a state of mental derangement, and not responsible for his actions. He therefore wished to withdraw the charge, and he would hand him over to his relations to be conveyed to his native place.

Cho-Ayin, interpreter to the police department, acquainted with defendant, gave evidence of defendant being an imbecile, and stated he would convey defendant and his family to his native place.

Defendant was thereon handed over to Mr. Overbeck.

NO APOLOGY.

Wong-a-ping, a widow, summoned a contractor named A-chi, for causing her to be struck on the head and cut by a brick.

Complainant said she was passing by a house in Hollywood-road, when a brick came from the top of a house under repair and struck her on the head and cut her; she spoke to defendant about his carelessness, when instead of expressing sorrow, he laughed at her

Defendant who said it was an accident, and he did tell the complainant he was sorry, was told to pay $1 amends to complainant.

SUPREME COURT.

CRIMINAL SESSIONS.

BEFORE THE HON. CHIEF-JUSTICE SMALE.
(*March 18th.*)

The Chief-Justice, on opening the Court, remarked regarding his explanation for being late on the day previous, it had come to his notice from several quarters that his meaning was misconstrued. The fact was, he was late through pressure of business; and on his first application to Judge Ball, he got his answer at once that he would not be in attendance, and it was not till afterwards that he got news of his sickness. He must have said something about Judge Ball's sickness, or it would not have been so construed.

The jury consisted of the following gentlemen:—Messrs. E. Jorge, E. Beart, E. W. Stevens, J. W. Wood, W. C. Edwards, J. Grobien, and J. F. Tavares.

ROBBERY.

Yip-a-kow and 'Ng-a-yow were charged with burglariously entering military tents at Kowloon, on the 6th instant, at night, being armed with spears and torch lights, and robbing the tents of a great coat, a canvas tent door, and other things. Mr. Drummond, for the Attorney-General, opened the case by stating to the jury that robberies and burglaries at Kowloon were very frequent, and the worst part of this state of affairs was, the robbers were seldom apprehended, in consequence of the easy means of getting away over the boundary line. Robbers making these raids were invariably well armed and were a terror to the place, and moreover when any were caught it was hard to convict them, as the witnesses in the cases invariably went back from the evidence given at the Police Court. This was, perhaps, from threats used in the meantime. However, in the present case, he would produce three witnesses, who were watchmen in the tents robbed on the night of the 6th instant.

Low-a-kwi was then called, who gave the same evidence as that previously reported, with the addition that from the time himself and the other two watchmen gave up the chase, through threats, time sufficient elapsed for them to return to the tents, smoke a cigar, and drink tea, before they went to Yow-mah-tee to make a report to Inspector Batten. Witness also added that in the house where the second defendant was apprehended, a number of hard wood tent pegs were found, similar to a pile lying in the store tents, from whence the great coat, canvas, Chinese clothing, and other things were stolen. The pegs in the tent being some new and some old, as also the bundle found in second defendant's possession.

His Lordship asked whether an officer of the Control Department was present, to give evidence of identity of the pegs.

Mr. Drummond said no, but an officer at Kowloon, Lieut. Young, who had identified the pegs at the station, he understood was to be in attendance; but as he had not subpœnaed, doubtless he thought the case simple, and his attendance not necessary.

His Lordship thought it very important to have these pegs identified, and advised that the officer in question be sent for, which was accordingly done.

Second prisoner raised the question whether the pegs in Court could be used for tent pegs, some of them being pared at both ends, whereas the pegs used for tents were only pared at one end.

Witness said that if the pegs produced were some of the pegs from his tent, they had since been pared, and further stated that those produced could be used for chisel handles.

To the Court, witness said he had seen such pieces of wood used for Chinese chisels.

Wong-a-cheu was then called, who stated that he was the watchman on duty at the tent door at 2 a.m. on the 7th instant, when a gang of burglars attacked the tent and drove him in. He said he had a lamp which was alight at the time, and had a sword. When in the tent with the other two watchmen, one of two men who stood guard at the tent door said to him, "If you open your mouth I will shoot you." Did not know the man who said this. He turned the bull's-eye lamp on the two men at the door, and saw their faces, but could not identify the prisoners as those who stood guard. Is certain he could not identify the prisoners. Has always said this before.

This being shewn to be different from his statements at the Police Court, Mr. Drummond said this was a clear case of intimidation.

The depositions were shewn to the witness, and he acknowledged his signature to them.

His Lordship gave the police instructions to take care of this witness after leaving the box.

Witness, further questioned, said he picked out the two prisoners at the gaol, and said to the Inspector "These are the two men who attacked the tent." He did say at the Police Court that he recognised the prisoners as two who were at the door of the tent. He now states that he cannot recognise the prisoners as those who guarded the tent door.

Two of the jury remarked that they thought the witness was muddled through the questions not being put right by the interpreter, they understanding Chinese.

Witness resumed evidence, and said he had had no conversation with any person in reference to the case since it came on at the Police Court.

To questions put to witness by the prisoners, regarding his having got fish from them, they being hawkers, and this under threat, and not paying for it, was denied by witness who said he never knew them, never saw them before.

This witness was then led away in custody of the police.

Low-a-man, the third watchman, called, was warned to speak the truth, and being declared, said at 2 a.m. on the 7th inst. he was in the tent, when the last witness rushed into the tent and awoke him up, saying, "Save life." He had a lamp, and there was a lamp burning inside. He got up and armed himself with a flag staff. He then saw two men at the door; recognises the first prisoner as one. He knew him by the light being turned on him by last witness, and he saw first prisoner point a pistol towards the whole three, and say, "If you speak or move I will shoot you." None of the robbers got in the store tent by the door. They got in by the back. After they left, they followed the robbers, but being warned not to follow, they returned, and looked around to see what was missing, and discovered a great coat belonging to Government, a tent door, a jacket and trowsers belonging to another watchman, and found the ropes of the tent cut. At 3 a.m. they reported to the police. At the time Wong-a-chew cried out "Save life," a stone was thrown at him, and it struck Wong-a-chew on the bamboo hat.

Prisoners asked no questions.

Low-moh-kew, the interpreter at Kowloong, declared, said he recollected 3 a.m. of the 7th instant. Low-a-kwi and Low-a-man came to the station, and in consequence himself, Low-a-kwi, and Inspector Batten went to Yow-mah-tee, and the second defendant was pointed out by Low-a-kwi in the upper floor of a house, which was altogether open on the ground floor. Low-a-kwi said, pointing to the second prisoner, "This is the man," and he then pointed to five pieces of wood. Low-a-kwi said they were tent pegs. They also found a shield. Low-a-kwi said the pieces of wood were from the tent, and second prisoner said nothing. The prisoner was then placed in a boat manned with water police, having the Inspector, Low-a-kwi, and himself, with another town lukong, in the boat. They then came to the foot of the station with the boat, and a boat was there, also first prisoner. Low-a-kwi said, "That is very much like one of the men. "They then went towards him, when first prisoner ran away. Chase was given, and he was caught a quarter of a mile off Yow-mah-tee.

In answer to second defendant, witness said he did not know whether the place where he was apprehended was a boat-builder's shed. It was open and empty.

Inspector Batten, sworn, stated he is in charge of Kowloon. On the morning of the 7th instant a report was made to him by the first and second witnesses at the Station, and in consequence he went to a loft in Yow-mah-tee, and there Low-a-kwi pointed out the second prisoner. He found the five pieces of wood produced, and a shield. He then took the second prisoner to the landing near the Police station, when he saw a man run; this was the first prisoner; others were near, but they had not run. The first prisoner was caught.

In answer to first prisoner, witness said he could see the police boat coming within twenty yards.

His Lordship summed up very carefully and at considerable length, and after a number of questions had been asked by the jury, and answered by the Court, the prisoners were both convicted by a unanimous verdict.

The Chief-Justice remarked strongly on the system of intimidation which appeared to obtain at Kowloon, and said he had, no doubt the witness who had failed the prosecution, had been intimidated by the prisoner's friends. He hoped some of these friends were in Court to hear that the arm of the law was strong enough to overcome their opposition.

The prisoners were both sentenced to three years' penal servitude, with three floggings, 25 strokes each time, within the first six months.

The perjured witness, Wong-a-chew, was then called upon to show cause why he should not be committed to prison for making a false declaration. He said there had been two attacks on consecutive nights, and he had probably confused the two.

His Lordship treated the perjury as contempt of Court, and sent the witness to two months' imprisonment.

MARINE MAGISTRATE'S COURT.

BEFORE H. G. THOMSETT, ESQ., R.N.

THE "CATHAYA."

James Paterson, master of the British ship *Cathaya*, charged seven of his seamen, named Geo. Hooper, F. Sayer, H. Gilmore, C. W. Berry, Hugh Flade, L. Lawson, and Wm. Powld, with refusal of duty on the 19th instant till their coffee was supplied them.

Complainant said the coffee was not ready, and they were allowed to remain below till ready, and after it was sent down they still refused to turn to.

Defendants said they were all willing to go to work, and were accordingly sent back.

COMMERCIAL INTELLIGENCE.

MARCH 19TH, EVENING.

New Patna, $632½ to $637½, cash and credit; Old Patna, $652½ to $657½, cash and credit; New Benares, $572½ to $577½, cash and credit; Old Benares, $602½ to $607½, cash and credit; Malwa, $595 to $600, cash and credit. Market quiet for all kinds. Exports per steamer *Sunda*, for Shanghai, 1,041 chests Malwa; 100 chests Patna.

SHARES.

Hongkong and Shanghai Bank Shares.—38 per cent. premium.

Union Insurance Society of Canton, new shares —$1,100 per share premium.

China Traders' Insurance Company's Shares—$1,200 per share premium.

China and Japan Marine Insurance—Tls. 27 per share premium.

Chinese Insurance Company,—$52 per share premium.

Hongkong Fire Insurance Company's Shares—$320 per share premium.

China Fire Insurance Company's Shares—$36 per share premium.

Victoria Fire Insurance Company's Shares—$28 per share premium.

Hongkong and Whampoa Dock Company's Shares—9 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—38 per cent. premium.

Shanghai Steam Navigation Company—Tls. 128 per share.

Hongkong Gas Company's Shares—$65 per share.

Hongkong Hotel Company's Shares—46 per cent. discount.

Hongkong Distillery Company—$20 per share discount, nominal.

Indo-Chinese Sugar Company—$70 per share discount.

Hongkong Pier and Godown Company.—35 per share discount.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand,.....—
Bank Bills, at 3 months' sight, —
Bank Bills, at 6 months' sight, 4/5½ to 4/5¾
Credits, at 6 months' sight.....4/5¾
Documentary Bills, at 6 months' sight.....4/5¾
ON NEW YORK.—
Private, 5 months' sight,.....—
ON BOMBAY.—Bank, 3 days' sight 228½
ON CALCUTTA.—Bank, 3 days' sight 228½
ON SHANGHAI.—
Bank, 3 days sight.....74½
Bank, 15 days sight.....74½
Private, 30 days' sight.....75½

SALES ON MARCH 19TH, 1873.

As reported by Chinese.

Green Peas, 200 piculs, at $1.75, by Tuck-mee to travelling trader.

White Sugar, 120 bags, at $5.14, by Yee-shun-tye to Japan merchant.

American Flour, 50-lbs., 600 bags, at $1.74, by Sang-tye-loong to local trader.

American Flour, 50-lbs., 1,000 bags, at $1.75, by Sang-tye-loong to foreign merchant.

White Wax, 2 pieces, at $63.50, by Kin-hing-sheung to local trader.

Sugar Candy, 200 piculs, at $9.80, by Hop-tye-wo to foreign merchant.

Almonds, 10 bags, at $6.90, by Yuet-hing-loong to travelling trader.

Shellfish, 10 bags, at $20.50, by Yee-kee to travelling trader.

Fungus, 5 bags, at $46.00, by Yee-kee to travelling trader.

White Wax, 5 pieces, at $64.00, by Yee-kee to travelling trader.

White Pepper, 20 bags, at $23.00, by Hop-hing to travelling trader.

Shanghai Cotton, 30 bales, at $15.00, by Hop-

Saigon Cotton Seed, 300 bales, at $5.05, by Hop-hing to travelling trader.

Saigon Rice, 1,000 piculs, at $1.36, by Hop-

Dried Lily Flowers, 20 bags, at $12.00, by Kwong-look-wo to travelling trader.

Vermicelli, 50 bags, at $8.05, by Kwong-look-wo to travelling trader.

NEWS FOR THE ENGLISH MAIL.

MISSIONS IN CHINA.

SIR RUTHERFORD ALCOCK has written one of his long letters to the *Times*, on the subject of Missionary labours in China and Japan. The question was, of course, one familiar to him, and afforded ample scope for his well known powers as a writer. It could hardly be imagined that he would keep quiet while theories on the subject, entirely contrary to facts known to him, in common with every one who has had experience in China, were being propounded, and he was able with ease to show that the opposition in China and Japan to Missionaries, and more especially to Catholic Missionaries, is not religious, but political. Unfortunately, as is nearly always the case in Sir RUTHERFORD's speculations, he carries his conclusions much farther than the facts will justify, and in so doing weakens his case very considerably. It is perfectly true that the opposition to Missionaries in China is political and not religious, but it is a gross exaggeration of the true facts to say that it bears any analogy to the political opposition to the powers claimed in England and other foreign countries by the See of Rome. An idea of this kind has been very assiduously propounded by the Chinese with the object—only too well attained—of gaining the moral, if not the material support of certain foreign nations, and more especially of England, in opposition to the Missionary movement in the interior of the country, a movement objected to, as Sir RUTHERFORD says, upon political grounds, that is, simply on the grounds that it is likely to further foreign intercourse with the country, and to give foreigners additional information concerning it. It is quite true that a certain rubbishing kind of protection is derivable by native vagabonds in all parts of China by attaching themselves to Missionary establishments; but this is equally the case with respect to other foreign establishments, on to which doubtful characters often enough contrive to hook themselves in some capacity, hoping thereby to secure immunity, on account of the likelihood of the supine and weak local officials being disposed to let them go unpunished rather than run the risk of a difference with the foreigner. This particular mode of "bouncing" the authorities does not by any means attach exclusively to Missionary establishments, or even to foreign establishments. It is one of the commonest *ruses* among Chinamen in connection with purely native institutions. Let a Chinaman be brought up before a mandarin for a commercial claim—and the first thing he does is to declare that he belongs to this, that, or the other guild—and this has an effect upon the impartial justice of the Celestial Kingdom in precise proportion to the powerfulness of the institution. In a vast number of cases a fact of this kind will be quite enough to cause the matter to be decided one way or the other. It is not very astonishing under such circumstances that certain unscrupulous Chinese may manage to get free from official molestation by representing that serious consequences will result if they are punished in consequence of their being connected with Missionaries, or that they should at times talk over Missionaries to act on their behalf in advocating their cases; but this is the extent of the "*imperium in imperio* resulting from the infallibility of the Pope," which Sir R. ALCOCK declares the Chinese recognise as "fatal to their own authority and supremacy." A more absurd exaggeration of a comparatively small evil could not be conceived.

RENDITION OF CRIMINALS.

We alluded recently to the arrangements in force for the extradition from the Colony of Chinese who are accused of having committed offences on the mainland and are claimed by their authorities, and, as the subject seems now to be attracting some attention, it may be well to point out one bearing of the matter, which does not seem hitherto to have been noticed. It seems only to have been recently that the precaution has been taken by the authorities here not to entertain applications for rendition unless they come from eroy the Vicat Canton and through the medium of the British Consul there. The necessity for this precaution had become obvious from the manner in which it was discovered the small officials were claiming men, and the only wonder is that the old system should have gone on as long as it did. This is so far a step in the right direction, but we think the principle might with advantage be carried farther, and that not only should the applications come from the Viceroy through the Consul at Canton, but the men demanded should in the first instance be sent to Canton upon the understanding that they would be handed over to the Chinese officials only on the Consul at Canton being satisfied that there was a sufficient case against them.

As matters at present stand, it is extremely difficult to deal with the question of extradition. It is by no means difficult for the Chinese to get up something that may have a sufficient semblance of a case, to force a magistrate here to entertain the application for rendition. This being accomplished, the man required is given up, and we hear nothing more about him. In most cases, however, it would be quite possible to institute such an investigation at Canton as would make it tolerably clear whether there was something like a fair charge against the man. The necessary witnesses would be forthcoming, and by constituting a Mixed Court in which the Consul and the Viceroy would sit jointly, a more searching examination into the merits of the matter could be instituted than is possible in our Courts here, where we are unfortunately able to deal only very clumsily with cases dependent entirely or mainly upon Chinese testimony.

Were this plan adopted, it would seem that we should improve at once the facility of working in cases where extradition was demanded, and the security which we desire to afford to residents in the Colony against their being demanded by the Chinese mandarins improperly. The magistrates here would be properly spared the responsibility of deciding alone upon the doubtful testimony of a *prima facie* case, and the Chinese would escape the liability of being given up on some questionable charge without any chance of effectually exculpating themselves. The plan suggested would meet the provisions of the treaty as to extradition, which are couched in the somewhat curious words that the men shall be given up "upon proof of guilt." This, the Attorney-General, in the celebrated KWOK-A-SHING case, contented could only be construed *prima facie* proof of guilt; and we believe there is no doubt that in this Colony we could not go beyond this view; but the case would be somewhat different, if, as a check upon any abuse in demanding men to be given up, there were a species of joint Court of investigation established between Consul and Viceroy at Canton, which should be satisfied that any individual man was properly demanded before he was handed over finally to the Chinese officials.

HONGKONG.

The local news during the past fortnight has been meagre, probably the most important item being in connection with the constantly recurring difficulties as to the arrangements for patients suffering from small-pox. Considerable sensation has been created by its coming out that three patients had been removed from Stonecutters' Island, where patients have for the last two years been accommodated in the large and airy gaol there—used for no other purpose—to the Civil Hospital, which is situated in a populous part of the town. The reason seems to have been little more than some piece of professional etiquette, the new Colonial Surgeon, Dr. McCoy, objecting to pay the customary fee to the health officer for visiting the patients.

An arrangement has been concluded between the Local Insurance offices and the Great Northern Telegraph steamer *H. C. Orsted*, for endeavouring to recover the cargo of the *Sedan*, the steamer taking the expense of the adventure, and receiving a proportion of the property salved in payment.

An alarming accident took place on the morning of the 10th, at about 11 o'clock. Two houses, Nos. 3 and 5, Wilmer-street, suddenly came down with a tremendous crash, bringing with them the sides and back of two others, Nos. 1 and 7, in the same street. The news soon spread over the town, and as usual was at first greatly exaggerated, it being asserted that a whole row of houses had fallen, and that several people had been killed. Fortunately the houses were only used for storage, and the only injury was a slight wound inflicted on a passer-by by a falling brick, but it was not sufficiently severe to make it necessary for him to be sent to hospital. The cause of the accident is not quite clear. The houses are situated close to the P. & O. Coal godowns, and the foundations of the new sheds are being cut close alongside the houses which have fallen. The proprietor alleges that he saw a crack three days previous, but he made no report on the subject either to the P. and O. Superintendent or to the Inspector of Buildings. There was sufficient, however, in the nature of the houses to account for a very slight cause bringing them down. They are stuck together with the best mortar which Chinese building contractors will always use when not closely looked after. It consists chiefly of mud, with little or no lime, and in dry weather becomes little more than dust between the bricks. The block of houses is eight years old, and no doubt was supported in a great measure by the P. and O. Godown wall adjacent. If the excavations were in part the cause of the accident, the weakness of the building is shewn by the fact that it did not fall in the direction of the wall, in which it was said a crack had been noticed, but began from the centre, and then toppled over with the wall on the opposite side.

The European Police Force has been reinforced by twenty new men, picked from the London constabulary. They arrived per steamship *Ajax*, and are a fine body of men tall and well built, like their Scotch companions.

A meeting of the Hongkong Fire Insurance Company's Volunteer Brigade was held on the 11th instant, for the purpose of passing bye-laws and electing officers. A set of rules, which had been drawn up previously, was passed with a few amendments. Messrs. Arthur, C. C. Cohen, and Scott were elected first, second, and third foremen respectively, and Mr. Irving was elected Honorary Secretary.

Rumours are flying about in the Chinese town that the waters outside the harbour are infested with lepers. These wretched persons, it is said, are living in boats, ostensibly for the purpose of fishing, and it is said that they attack any lonely boat or junk that may sail near to them and plunder her of her goods. The natives add to these reports that the lepers also kill human beings to eat their flesh, as they have a curious idea that by eating human flesh their disease will be cured. Probably this last part of the rumour is a mere invention, but the authorities might do well to give some attention to the matter, as since the land is made too hot a place for the lepers, it is not unlikely that they may go to boats, and become a nuisance to the shipping.

With regard to the remarks which are made in the *Singapore Times*, to the effect that, as Captain Bacchia was about to return home, the Hongkong papers were probably mistaken in their statements to the effect that an understanding had been come to between Italy and Spain with the object of furthering the aggressive steps of the latter in the Sooloo Archipelago, we may state that we are informed that the proposed occupation of Balambangan was spoken of in the official organ of the Italian Government; and there is no doubt that the scheme was officially brought to the cognisance of H.E. Mr. Pope Hennessy, the Governor of Labuan, and also to that of the United States Government. It is by no means improbable that Captain Bacchia, hearing that the movement was attracting attention, has found it advisable either to modify or postpone it.

The Rev. J. T. Lamont, who will succeed Dr. Legge at the Union Church, has arrived in the Colony. The rev. gentleman was formerly Minister at the Presbyterian Church, Portsmouth, and prior to his departure a testimonial was presented to him by his congregation. On his arrival, he was met by several of the congregation of the Union Church.

FOOCHOW.
(*Courier.*)

4th March.

The dull monotony which prevails in our port, and always does at this season, is to be relieved in a day or two by the advent of the Grand Duke Alexis, who is to drop in upon us for two or three days only, *en route* from Hongkong to Shanghai. He is understood to be travelling very quietly, accompanied by a few gentlemen of his suite, and so far as is at present known, his advent here will have no official significance whatever. No public demonstration is to be made on his arrival. He will be domiciled during his stay here, by Messrs. Augustine Heard & Co., whose residence has been wholly given up to the princely visitor.

There can be no doubt but our little community would be glad to extend to the Grand Duke the entire measure of its hospitality—give a grand ball in his honor, and all that sort of thing; but it is understood that his stay will be so short as to render it quite improbable that he would accept an ovation if it were proffered. It is uncommonly quiet here at this time. Half of the community are away at neighbouring ports, or up country shooting. The weather is delightful, but the winter crop of wheat and vegetables is suffering for want of rain.

SHANGHAI.

Previous to his departure for home, an address, numerously signed, was presented to Mr. David Maclean, for many years manager of the Shanghai Branch of the Hongkong and Shanghai Bank. The *Courier* of the 13th inst. notes the arrival of the Grand Duke Alexis as follows:—

His Imperial Highness the Grand Duke Alexis, arrived in the chartered steamer *Kwangtung* about 11 this forenoon. He is accompanied by Admiral Possiet and Mr. Albert F. Heard, the Russian Consul, and attended by his suite. He was received by J. E. Reding, Esq., Acting Russian Consul, and by Geo. Heard, Esq., and R. I. Fearon, Esq., Captain Whyte, of H.M.S. *Cadmus*, and Captain Digby, of H.M.S. *Curlew*, promptly called on board the *Kwangtung*, which anchored abreast of "Heard's" Wharf, and paid their respects. No salute was fired, His Highness wishing to preserve an entirely private character. About 12.30 he landed in the Customs' steam launch, which was courteously placed at his disposal by Mr. Commissioner Dick. So quietly was his landing effected that few people were aware of it. He has taken up his residence as Messrs. Heard & Co.'s hong,—not unworthy to be the dwelling of a Prince. Shortly after his arrival, His Honour Chen, Magistrate of the Mixed Court, paid an official visit, and presented a letter from H. E. the Taotai, expressing his satisfaction at hearing of the Grand Duke's arrival, and his wish to do all in his power to contribute to His Imperial Highness' enjoyment. Later in the afternoon His Highness drove along the Bund past the Club on to the French Concession whence, we believe, he went in the direction of Sikawei. His stay here will be very short, limited it is said to two days, after which he will proceed up river to Hankow.

The *N. C. Daily News* states that a meeting of shareholders in the Hongkew Wharf Company was held on the 28th ultimo. The accounts show a profit on the year's working of Tls. 44,386. It was agreed to pay a further 6 per cent., making a total dividend of 12 per cent. for the year, on the paid-up capital, to divide Tls. 6,150 among contributing shareholders, and to reserve Tls. 13,264 for repairs and depreciation account. Messrs. Lavers, Wood, Barnes, Behn, and Michie were elected Directors for the ensuing year.

A meeting of members of the Shanghai Club has been held. The accounts show a profit on the year's working of $12

ment and food, while their work would be highly useful.

In the *Peking Gazette* of 2nd February we read that His Majesty will start from Peking on the 1st April for the Imperial Tombs in Mongolia, to offer up prayers there.

The trading people for 1873 begin to attend to business to-day. The weather is fine. This morning at daylight, Fahrenheit's thermometer stood at 19 degrees; during the daytime it rises to over freezing point.

* * * *

February 13th, 1873.

Our Tientsin correspondent reports eleven inches of ice on the Peiho, on the 20th February, and continued cold weather; so that the chances of the first steamers getting up at once seem shaky. He writes:—"The ice in the river is about eleven inches in thickness. We had a northerly storm with dust on the 10th, 17th and 18th instant, and the thermometer went down to 12 Fahrenheit. In former years we had our stormy weather generally all at end of November, but this winter we have had it principally in February. I can hardly think the steamers will get up to the Settlement till about 10th March; for the ice, being new, is strong, and they will hardly work through it. During the last 24 hours the barometer has been falling, which, in winter, is a sign of a coming northerly storm; but, as the winter season according to the Chinese is over, the criterion may no longer be true. At noon yesterday a small flock of wild geese were seen flying south, showing that the lakes, ponds, rivers, &c., were still frozen over to the north of this, and that they could not get, food and had been therefore obliged to come again south for it.

His Excellency Li Hung-chang has not yet come here, the reason assigned being, that the late cold weather having frozen the ice in the river thicker, the steamers cannot come so early as it was in January thought they would do, with the then mild open weather. Tientsin enjoys complete tranquillity. The Yamuna opened for public business on the 27th instant, without anything remarkable occurring. All the promotions of the officials on account of His Imperial Majesty's accession to the Throne, will only be learnt officially after that event has taken place.

In the Peking *Gazette* of the 9th instant, we see the appointment of Ching-lin, who was formerly Customs Taoutai at Newchwang, and who held the same post here for a couple of months in 1870, to be vice president of the colonial office (Le-fan-yuen). I do not suppose that this appointment has any relation to the Emperor's accession, but has taken place in the ordinary course of official business. I should imagine that Li Hung-chang will be raised higher in the peerage, as a mark of the Emperor's appreciation of his past services.

The inland traders, who come only from short distances from Tientsin, are already putting in their appearance, and there are some enquiries for imports, but no operations have yet taken place.

We shall have plenty of ice for next summer's consumption, so the late cold weather has favored us in that respect.

20th February, 1873.

PEKIN.

(*Courier.*)

Our latest date from the Celestial Capital is 22nd Feb.. That was the last despatch per overland courier, as the first of the spring steamers from Shanghai being after that date expected daily to appear at Tientsin, or, at least at Taku, all mail matters subsequent to the above date would be reserved for the more expeditious conveyance offered by these northern lines. And as the *Appin*, *Szechuen*, &c., reach Tientsin about the 5th inst., we are now in daily expectation of their return with, of course, much later advices from Pekin. We await their arrival with the more interest, because on the 22nd Feb., the day before the Emperor's official assumption of the government, though nothing definite had been done in the matter of the Audience Question, important action was imminent, and the minds of the foreign Ministers were much exercised and agitated in consequence. What the action or expected action was, we may be able to state in our next issue. All we are at present at liberty to say is that the anxiety of the foreign representatives as to the future, presents an almost ludicrous contrast to the recent article of the London *Daily News*, based on the information of its special correspondent in China (whoever *he* may be) that the Audience Question had been already formally conceded. When one sees a generally well-informed journal moralizing in such a tone on such a basis, he begins to know *comme on écrit l'histoire*.

HANKOW.

(*N. C. Daily News.*)

A grand ball was given on Friday night by the bachelors of Hankow, which, considering the fewness of the ladies available for dancing, is said to have passed off well. About a fortnight ago, a circular went round the community, informing the residents that H. B. M.'s Government was prepared to give over the English Church to the entire charge of the community, provided the latter would take the responsibility of all the Church expenses in future. This is a step in the right direction, undoubtedly; for it is full time for the Home Government to leave all Englishmen alike to see after their own religious wants and supplies. Nevertheless, the matter does not seem to awaken a ready response in the place. It seems that there are some people so old fashioned here as to think, still, that H.B.M's Government should look after their religion as well as their commerce. It is to be hoped, however, that this class is in a great minority; and that the Church property will be accepted by the community as their own concern. There is a rumour that Social Evening Meetings, similar to those we had last winter, are to be held this winter again. It is late now to commence, but better late than never, for they will be highly acceptable to all parties, if they are so well conducted as those of last winter.

March 1st, 1873.

CHINKEANG.

(*Ibid.*)

After the lapse of a decent interval in which to recover from the festivities of the new year, the Chinese have set themselves diligently to business; and during last week a brisk trade went on in piece goods at encouraging prices, which reports from Shanghai tended to harden. The Bund was once more enlivened by a liberal display of oil tubs, lily flower bales, and other articles—the result of transit pass iniquities of six months ago; for although the system of granting passes, which has been so thoroughly discussed in your columns, has collapsed, the natives did not fail to improve their time so as to have a few spare permits still available. The effect on the native trade as a whole, however, is to restrict it to its former comparatively narrow channels, many of the commodities brought down at remunerative rates under pass, being of such low value that they could not afford to pay the barrier exactions imposed *in transitu* to distant marts, and having therefore to be held to local and less profitable sale. But while the system prevailed, it must be admitted that, apart from its intrinsic illegality as applied to purely native trade, it operated unfairly by giving more knowing or designing Chinese an unfair pull over their brethren less favoured of opportunity, in enabling the former class, by the proportion saved from barrier squeezes, to undersell the latter. But again, by the stimulus which it gave, the native interests of the Port were advancing with remarkable rapidity, on the Settlement and City side of the River; and a reflex advantage accrued to foreign trade in general, and to the foreign holders of property at the port in particular. The moral is, that if the Chinese wish to hasten the rise, Phœnix-like, from their ashes, of such unfortunate rebel-ruined cities as Chinkeang, they should either, through their local mandarins, revise the barrier exactions which strangle trade, till, being less oppressive, their evasion becomes less an object to the trading population, or the Central Government should assimilate the collection of inland revenue to the system employed in its Foreign Inspectorate, making the burdens upon trade easy, equal and certain. The result would in all probability be increased revenue from the liberal development of trade, increased prosperity to the districts relieved of their surplus products, vastly increased employment to the junks and cargoboats in the numerous waterways which communicate with the Yangtsze, increased importance to the cities on its banks, and increased contentment all over.

In the meantime, the budding promise of the port has been sharply nipped, but let us hope only on that branch which straggled into the chill influence of official objection. There is still a healthy crop ripening on the protecting wall of treaty rights; although a few, to whom they are unattainable, protest that the grapes are sour. It is the season of spring, therefore I write thusly; but lest some hypercritic object to hyperbole—(and the number of those who watch for the halting, increase)—I will plod again the plain path of facts. As I have said, there is a brisk business going on which proves the value of Chinkeang as a centre of distribution; and if you in Shanghai only succeed as well as you have done hitherto, in driving away that ridiculous dredger with which you expected to keep your feeble old Whangpoo from choking entirely, we may do a great deal better yet. The new China Navigation Company will, we hope, give us a lift. The Commissioner of Customs, Mr. Huber, has on the part of the Chinese given the requisite permission to moor their hulk in the desired spot off the Concession, and when the confirmation of H. M.'s Minister, H. E. Mr. Wade, is received, this matter will be virtually settled.

As a port which reckons among its remote resources a coal supply, we are pleased to notice that people at Home are beginning to awaken to the possibility of there being such a thing as *charbon* in China. We really can get a very fair article from local workings, and the price is only $10 a ton, which compares favourably with Tls. 15 for the black diamonds of England when set in a Chinkiang grate; and if you could use your superior status in Shanghai, to urge at the Tsung-li Yamen or St. James's the making of a railway to connect us with the coalfields, and an improved mode of working the mines, we should very soon have the pleasure of plentifully heaping coals of fire on your heads for all the hard things you have been saying of us lately.

The Loochoonn tribute-bearers passed through here *en route* from Foochow to Peking, on the 23rd, and attracted all the objectless curiosity of the port, furnishing in addition a spectacle of exceptional interest to our numerous visitors from Shanghai. The cortege was taken across the Yangtsze by about twenty mandarin boats; and as the provincial authorities are expected to do the hospitable to the rangers as they pass through their jurisdiction, while only Peking benefits by the tribute, they must receive them with mingled feelings of satisfaction.

Feb. 27th.

KIUKIANG.

The statistics of the import of Cotton Goods compare very favourably on the whole with the same quarter of last year, but the market is reported to have been very inactive. Woollen Goods show a considerable falling off, as compared with the previous quarters reviewed in the table. The increase in the amount of Native Sugar imported is about the only other item worthy of notice. At the commencement of the quarter a large business was anticipated in Cotton, and consignments aggregating picals 5,973 were imported; but after the first month and a half the import of this article gradually fell off.

In exports, beyond a trifling decrease in the shipment of Black Tea, and an increase against Green Tea, there is nothing of interest to observe. Brick Tea, it may be remarked, is now becoming a permanent export, and is likely to increase.

It is now just a year since the issue of Transit Passes to cover foreign goods owned by Chinese was brought into operation, and the last column of Table VI. affords sufficient proof that the privilege of taking out Passes, withheld until then from natives, has been much appreciated and duly availed of. It is a remarkable fact, however, that during the last three months no Straits produce has been sent to the interior of Kiangsi by natives, (and foreign merchants seldom import this kind of produce), though these articles continue to be forwarded in considerable quantities to the adjoining province of An-hui.

Messrs. Gibb, Livingston & Co.'s agency has been temporarily closed. Foreign commercial interests do not appear to show any signs of increasing prosperity: indeed, they appear to be on the wane. This, however, cannot be said of missionary enterprise. The Romish missionaries are, amongst other improvements to their extensive premises, building a church and an orphanage; while those of the Protestant persuasion have increased the number of their mission by two, and it is said that a school for females is about to be opened.

While many parts of England and Europe have been deluged with rain, this part of the Globe, and of China, has been characterised by a long period of exceptionally fine sunny weather, with an almost total absence of rain. From September to the close of the year we have not had more than three whole days' rain. The winter crops stand greatly in need of rain, and unless snow falls to make up for the absence of moisture, it is feared the yield will be very poor. The thermometer has averaged 68 deg., 58 deg., and 52 deg. for the past three months.

A fever of a very malignant character has been raging in the mid-western department of Jui-chow during the latter part of last quarter, and the beginning of the present one. According to a Romish missionary stationed at Jui-chow, who was attacked by the malady and forced to seek medical advice at this port, the fever was at one time so fatal that coffins could not be supplied fast enough to bury the dead. Jui-chow, it may be noted, is in a very low-lying district, and subject to inundation. The city is situated on the north bank of the Kin-kiang,—a tributary of the Kan-kiang.—*Customs Gazette.*

NEWCHWANG.

(*N. C. Daily News.*)

Major Crossman's opinion of Newchwang and its trade is so far from the facts, which, had he used an ordinary power of observation when he was here, he would have ascertained for himself, that I fear he must have noted down what passed through his mind immediately after an after-dinner nap. He should not be held accountable for what he thought at such a time; but he is responsible for rushing into print and misleading the country and Government by whom he is paid. If the information which he gives of Newchwang is a sample of his China report, his evidence should be ignored at once, and much trouble thereby saved. It is only necessary to allude to his idea of the trade, of which he says there is little except in "Beancake, large quantities of which are sent to Swatow and other Southern ports, to be used as manure for Sugar, I think, principally."—Did he believe some of this Sugar could be consumed here? This year we imported about 95,000 picals. As to other Imports, such as Manufactures, Iron and Opium, I need only refer to the Customs and other Statistics, in order to show their importance. But, as Major Crossman's notion of trade comprises only Exports, I can assure him that Beancake is not the principal, for whereas 650,000 picals Beancake were "sent" away, about 1,230,000 picals Peas and 42,000 picals Oil, besides Ginseng 760 picals, and valuable medicines, were dispatched this year. How does he suppose this produce was "sent" to Swatow &c.? We refer: In 257 vessels=89,029 tons—of which the proportion is British, 18 steamers=11,307 tons } 34,858
" 66 sailing =23,551 " } tons.
The carrying tonnage this year, therefore, was more than one-third British. Surely the interest is considerable enough for a decently paid Consulate. At any rate it is better to have no representative at all, than that "an assistant should be sent to provide against any emergency," &c., as recommended by Major Crossman. It is not likely that a recommendation from such a shallow quarter will be heeded; but it is surprising that "evidence" is accepted by the Government, while their Consuls on the spot, and the valuable information printed by the Customs, yearly supply "facts." No Consulate has has yet been built at this port, and we fear Major Crossman's objection to wasting his architectural talents on the desert air is the cause of our Consuls being obliged to reside in a joss-house. We, however, do not need such a celebrated man, and would prefer his "sending an assistant" who is more likely to fall in with the views of those who know what building is required. At other ports he had it all his own way, and the result is often as unsatisfactory as his opinion of Newchwang.

YOKOHAMA.

The *Japan Gazette* has the following items:—

The question of opening up the entire country to foreigners is under discussion, providing they submit themselves to Japanese laws whilst they are in the interior. As Japan as yet possesses no written code of laws (one being in preparation on the basis of the Code Napoleon) this has, it is said, been rejected by Ministers. Other regulations suggested will be found elsewhere.

The Peruvian Envoy arrived on the 27th ulto., and has been lodged in the state mansion of Hama-go-ten. Senor Garcia, the commissioner, has been received by the Mikado, and is now endeavouring to arrange a treaty of amity and commerce for Peru. The Japanese ministers are willing to enter into the desired treaty, but refuse to concede ex-territoriality rights.

At Hakodate, a Japanese, tied up for theft in a godown by his master, Mr. Blakiston, was found dead on opening the place to release him. A verdict was returned by the Jury that the deceased strangled himself while in a state of frenzy caused by the severities inflicted upon him by his master. The Japanese authorities have brought a charge of murder against the latter.

It is believed that the government will shortly open for foreign trade the ports of Saga, Satsuma, Chikutzen, Bungo and Kokura.

Stamp duties on receipts, bonds, and contracts have been imposed by the Government. The duty paid is at the rate of one cent for every ten dollars.

Private individuals voluntarily offered last year for the establishment of schools in Japan the sum of $53,000 and about 6,300 quarters of rice.

It is rumoured that the Government are about to lease the railway to Yedo to a company of southern merchants. In that case the present officials will probably be replaced by natives.

The Religious Censor of Japan has forbidden the further teaching of Seppoism—which asserts that this world is only a land of dreams, whilst death is a sleep from which men awake to Paradise.

Avenging the murder of a near relative by personally slaying his murderer when captured is no longer permitted. The Law, in future, is to displace the Vendetta.

The cost of the improvements in Osaka Harbour is estimated at $3,150,000.

Hair cutting is made the subject of more legislation. Now that short cropped hair is in fashion, *vice* queues, the barbers are said to make too much profit. A legal price is therefore to be established throughout the empire, by which the local Truefitts shall be governed.

The *Japan Mail* has the following:—

The Peruvian Mission, headed by Senor Don Aurelio Garcia-y-Garcia, captain of the ironclad *Independencia*, has arrived in Japan.

In recent articles we have shown what we have good reason to think is the actual object of the Mission, viz., the conclusion of a treaty of peace and commerce with this country; while, in order to embrace every eventuality, we have speculated upon certain possibilities touching the attitude of the nation of Japan in the case of the *Maria Luz*. It may now be assumed that the object of the Mission is entirely friendly, and that Peru has been wise enough to see the disadvantage at which she would stand in the eyes of the world were she to assume any hostile attitude towards Japan on a question in which the latter would have, at the least, the moral support of the civilized nations. With entire sincerity, too, and without *arriere pensée* of any kind, we think she has done well in abandoning her first intention of sending her ironclads over here. Such a course would rather have detracted from, than added to, the true moral weight of any arguments she had to urge or proposals she had to make, and we trust that the negotiations between herself and Japan will issue creditably and honourably to both sides.

We are somewhat sorry to see that the Mission has announced its advent in a flourish of even more than Spanish floridness. Adjective of exalted qualities are the moral decorations of the world, and must be sparingly distributed if they are to retain the value set upon them at least by the northern European nations. Peru has made great strides of late years, and nothing could be more ungenerous than to taunt her with those occasional and even too frequent disturbances in her political system which, like the diseases incidental to youth, are rather the heritage of our weak humanity than a legitimate subject for incriminating reflection. But while it is a pleasure thus to acknowledge her progressive character and tendencies, it is not for representatives of the English Press to forget or to conceal the fact that she is deeply tainted by her connection with that ill-disguised slave-trade which is carried on at Macao, and that the shipping in the China ports bearing her flag, to which reference has been made in a bar or two of the music referred to above, is chiefly, if not exclusively, employed in conveying to her shores large bodies of men who, in many if not the majority of cases, have been entrapped into making contracts of service which the law of the most advanced nations pronounces invalid on account of their inherent immorality.

We should have been content to waive all mention of this disagreeable subject, had not we felt it our duty to dissipate some of the illusions which it has been deemed desirable is raise in the public mind by the manifesto alluded to.

Notwithstanding the unreserved withdrawal of the Saibansho Notifications with reference to the Compradore squeezes, the end which it was sought to attain by them has been brought about, in some measure, by the action of the native merchants themselves. Thus, for instance, the silk merchants have combined together to refuse payment of the packing charges hitherto customary, and, on a merchant desiring to purchase, it is expressly stated that no such squeezes will be paid. Indeed, an arrangement has been arrived at between the native merchants to the effect that anyone who shall allow the squeeze shall forthwith be mulcted in a heavy fine. Thus it is not only evident that the Notifications were in accordance with the wishes of the native merchants, but were probably the result of their expressed determination to refuse submission to such exactions in the future.

In the regulations issued by the Japanese authorities with respect to the shooting of game, &c., a serious omission has been overlooked. Upon the amount of game shot by the Japanese in the season, few foreigners bestow much consideration—it is the snaring of pheasants during the summer months that cause so much harm. It appears that many of the country people, at work during the winter months felling and splitting timber, employ their leisure in spring and summer in snaring pheasants and sending them alive to the Yedo markets, the prices varying from three-quarters of a boo for cock birds to one quarter for a hen. This practice must eventually lead to the extermination of the species, and it would be well if the authorities supplemented their sporting regulations by another prohibiting the sale of pheasants, except as show birds, during the close months—that is, from the 1st March to the 1st October. The practice of snaring to which we allude is extensively carried on, and should be arrested as soon as possible.

A correspondent writes:—

On Tuesday next (the 4th inst.) the Mikado will confer on his officers a new decoration or order which he has established. The high native officers are making great efforts in the way of dress, one having ordered a coat so covered with gold lace that it will cost $500, trowsers $250.

The Envoy from Peru went up to Yedo in charge of Mr. De Long, the U. S. Minister.

THE HARBOUR-MASTER'S REPORT.

HARBOUR DEPARTMENT,
HONGKONG, 28th February, 1873.

Sir,—I have the honour to enclose the Annual Returns from this Department for the year 1872, as follows:—[Details of returns are here given.]

SHIPPING.

2.—I regret having to report that so many inaccuracies appear in the Returns for 1871, published in the *Hongkong Government Gazette* of the 20th April, 1872, that it is useless to attempt to institute a comparison between them and the Returns accompanying this Report. I have, therefore, preferred to take the years 1870 and 1872 to show the commercial progress of the Colony so far as the statistical information obtained by this Department will convey it. The Officer to whose *laches* these inaccuracies are mainly attributable has been allowed to resign the position he held in the Department.

3.—The grand total of all the arrivals in the Colony, exclusive of ships of war, during the year 1872, amounts to 31,394 vessels, measuring 3,777,676 tons, manned by 483,816 seamen; of this total about 49 per cent. represents the junk trade, while British vessels absorb 32 per cent., and vessels of other nationalities claim 19 per cent.

4.—The *arrivals entered* in table I. exhibit the large *increase* in the trade of the Colony, of 3,503 vessels, 941,240 tons, and 69,144 men, of which the junk trade shows an *increase* to the extent of 2,840 vessels, measuring 363,104 tons, leaving the *increase* of trade in foreign vessels at 654 vessels and 578,136 tons; of the latter *increase*, 65 per cent. is in British tonnage, and 35 per cent. is in tonnage of other nationalities.

5.—Of the *increase* in the trade alluded to in the preceding paragraph I find that that in the trade *between this Port and the Ports of China and Formosa* is the largest, it being 707 271 tons in excess of the arrivals in 1870, Chinese Junks laying claim to 42 per cent. of this, British vessels to 36.6 per cent., and foreign vessels to 21.4 per cent.

6.—There is also a total *increase* of 189,195 tons on the trade of Hongkong with the following Countries:—Australia and New Zealand at the rate of 12.1 per cent., Great Britain 48.7 per cent., India and Singapore 24 per cent., Siam 3.3 per cent., and the United States of America 6.9 per cent.; whilst there is a *decrease* of 49,179 tons in trade with Japan. The places not mentioned remain nearly the same.

7.—In separating the steam tonnage from the tonnage of sailing vessels, I have not considered the native craft, as Chinese merchants had not, up to the end of 1872, adopted the use of their native flag on such steamers as they owned. The amount of tonnage of sailing and steam vessels under other flags is 1,905,866 tons, of which 1,216,223 tons are propelled with the aid of steam; 76 per cent. of this latter tonnage is under the British flag; 10 per cent. is under the French flag; 7.5 per cent. is under the flag of the United States; and 4.5 per cent. is under the German flag. The remainder of the percentage consists of Spanish and other vessels.

8.—I trust steps will shortly be taken to bring the large steam trade of the Colony under periodical official inspection.

9.—It is to be observed that in the foregoing statement I have referred only to vessels engaged in trade *outside* the Colony *entering* the port. If, to the 31,394 vessels arrived in 1872 be added the departures, which, in the same year were 30,875 vessels; and if again to this sum we add the arrivals and departures of those engaged in the *local* trades alone, it will be seen that the movements of about 75,000 vessels, measuring nearly 8,000,000 tons have been recorded by this Department during the year under review. This total excludes the movements of the 2,000 fishing vessels licensed under Ordinance No. 6 of 1866, which, under certain conditions, are allowed undisturbed ingress and egress.

10.—Comparisons have been made between the cost of administering the Government Departments now and their cost in former days, the year 1863 being taken as the model year.

11.—I find, so far as this Department is concerned, on reference to the records, that in 1863, 1,822 vessels, measuring 894,924 tons, manned by 29,561 seamen, arrived in this port. These were British and foreign ships only, the movements of junks not being noticed in those days, with a result to which the Police piracy reports will testify.

12.—The records for 1872 show that 1,232 more British and foreign vessels, measuring 1,010,942 tons, manned by 81,465 seamen, arrived in that year than came here in 1863. This alone is sufficient to account for some of the increased expenses of this Department, but when to this increase of work is added the boarding and recording the movements of 28,340 native craft, all wonder at the greater expenditure must cease.

13.—Ordinance No. 4 of 1867 (Gunpowder Storage) has also added to the duties and cost of the Department.

14.—In 1863 the Departmental revenue about balanced the expenditure. In 1872 the revenue exceeded the expenditure by $20,226.

15.—I am much gratified to find that steps are being taken for the erection of light-houses to mark the approaches to Hongkong, for, although the port and its vicinity are nearly entirely free from hidden dangers, it is important that the Masters of the numerous ships frequenting these waters should be enabled, under almost any circumstances of weather, so to distinguish the neighbouring groups of islands as to ensure them a certain means of reaching the Port of Hongkong, no matter whether bound to it, or seeking its harbour as a place of refuge.

16.—I regret having to call attention to the number of casualties that have happened in 1872 to vessels frequenting Hongkong. In nearly all the cases that have come under my observation I find that the use of the lead has not received that attention by which safe navigation may almost always be ensured, and to this oversight, much more than to the existence of unknown rocks, do I attribute the casualties which every one must deplore.

17.—A desire to outdo rival ships in the rapidity of their movements too frequently leads an over-energetic shipmaster to sacrifice safety and security to his anxiety to make a quick passage. As a general rule the Coast is well surveyed, but it is almost impossible in the most careful examination of a Coast to discover and lay down the position of every rock and stone lying near the shore. Much must be left to the discretion of the officer in charge of the navigation of the ship, as to how near the Coast, on dark nights or in hazy weather, it is prudent to approach. A timely cast of the lead will usually caution him as to his nearness to it. This neglected, all theories as to position are based on mere conjecture.

JUNK TRADE.

18.—It is satisfactory to find that, in the great increase of the traffic of the Colony, the junks are maintaining their ground, and still retain a goodly proportion of the carrying trade. This arises from two reasons; one is the greater cheapness of this means of conveyance; the other is that junks only are permitted to visit non-Consular Ports. But for this prohibition steam would shortly drive nearly the whole native craft but of all competition, as it must already have considerably reduced it.

19.—If the junk trade is not what it was ten years ago, it must not be attributed to the so called faulty Legislation of the Government, but rather to the fact that Chinese traders are as much alive to the value of time in the transport of their goods as are any other merchants. As a proof of this we see Chinese themselves becoming owners of steam vessels, to the exclusion of their own native slow-going craft.

20.—The Junk arrivals for the year 1872 exceed by 61,644 tons from Macao, by 301,460 tons from Ports in China and Formosa, and by 91,388 tons from the villages of the Colony (denominated in the returns Local trade), the arrivals for 1870; and the total number of Chinese passengers brought in this class of vessels from the same places is 22,051 more than arrived in the same year.

21.—I attach a diagram showing the monthly range of the number of documents issued by this Department in connection with the junk trade, which will readily show its improved condition. The smallest number (2,200) issued was in February, 1867; the greatest number (5,400) was issued in May, 1872.

22.—In considering the steady increase shown by these figures, it must be remembered that every relaxation has, from time to time, been made that the objects for which Ordinance No. 6 of 1866 was framed, would admit of. The prices of Licences, Passes, &c., have been gradually reduced; and a large number of well-known owners have been permitted to avail themselves of the Special Permits which, requiring them to report but once a month, materially decrease the irksomeness attending the frequent reporting at this office which necessarily obtained in the early stage of the introduction of the new law, and of which native traders so constantly complained. The concessions have tended to decrease the issue of papers considerably, nevertheless a far more than corresponding increase of trade has more than doubled it.

EMIGRATION.

23.—The introduction of Ordinance No. 8 of 1871 has been attended with great success. It relaxes the stringent nature of the Chinese Passengers' Act, 1855, allowing a greater number of passengers to be embarked in vessels proceeding on voyages proclaimed as being of less than 30 days' duration, than his hitherto been permitted from Hongkong and the Consular Ports of China.

24.—Before this Ordinance was passed, the restrictions were so great, and the number of passengers allowed to be carried so small, that ships leaving here for the Straits Settlements took but their twenty Chinese passengers in each ship. Under the new order of things 8,480 men, 1,042 women, and 268 male and female children under 12 years of age were despatched to Singapore in 1872.

25.—There is no material change in the Emigration to other Countries.

26.—The records exhibit a large number of Chinese as having returned to their native Company. There were 886 from the Australasian Colonies; 719 from Siam; 3,236 from Manila; 4,259 from the United States of America; 4,065 from Saigon, and 10,482 from the Straits Settlements.

27.—In marked contrast with this, I find that the two vessels which arrived here from Havana during the year brought but 58 Chinese from that Colony; whilst in 26 vessels measuring 20,563 tons only 68 Chinese were brought from Callao.

REGISTRY OF SHIPPING.

28.—Twenty-six vessels, measuring 7,856 tons, of which 17 are propelled by steam, aggregating 1,520 Horse Power, have been registered at this Office during the year.

29.—Twenty-four vessels, measuring 7,644 tons, of which 13 are steamers with a total of 1,656 Horse Power, have had their Registers cancelled in this Registry for the reasons stated against their respective names in the proper Return.

MARINE MAGISTRATE'S COURT.

30.—The hard labour prescribed for prisoners confined in Victoria Gaol is having a salutory effect on the number of cases brought to this Court. It is found that seamen do not so persistently refuse duty as heretofore, a few days punishment being generally found sufficient to bring them to reason.

31.—Complaints have been made during the year of the absence of any means to enforce order and diligence on Foreign ships. I need scarcely point out that the Consuls at this port have the matter completely in their own hands, and have only to exercise their authority on board to obviate all the inconveniences complained of.

EXAMINATIONS FOR THE POSTS OF MASTERS AND MATES IN THE MERCANTILE MARINE.
(ORDINANCE NO. 17 OF 1860.)

32.—Of the 37 applicants for examination under this Ordinance, 31 candidates received their Certificates, whilst 6 failed in showing themselves qualified.

33.—Much inconvenience and considerable insecurity arises from the employment of uncertificated Engineers on many of the steamers on this Coast. I should view with great satisfaction an Ordinance extending the present Examination Board at Hongkong to the examining into the qualifications of and granting Certificates to this class of officers.

MARINE COURTS (ORDINANCE NO. 11 OF 1860.)

34.—There have been six Courts held under the provisions of this Ordinance on four vessels propelled by steam and two sailing ships. The sailing ships and three steamers became total wrecks, whilst one steamer was ultimately got afloat. In three of these cases the masters' certificates were returned to them; two masters had their certificates suspended for nine months; and one master's certificate was suspended for six months.

SEAMEN.

35.—7,829 seamen were legally discharged in this Colony, and 8,096 were shipped during the year. The number of seamen in the port legally discharged is now very small, there being, on the 24th instant, only twenty. There is now no excuse for the destitution of even a single seaman in the Colony. The indiscriminate charity which some persons persist in exercising towards destitutes, merely serves to cherish and conserve an intolerable social nuisance.

I have the honour to be, Sir,
Your most obedient Servant,
H. G. THOMSETT, R.N.,
Harbour Master, &c.

The Honourable CECIL SMITH,
Acting Colonial Secretary, Hongkong.

LOSS OF THE "LALLA ROOKH."

(*Courier, March 6th.*)

A private telegram received to-day, announces the total loss of the British ship *Lalla Rookh*, which left Shanghai for London, tea-laden, on the 21st October. The place of the wreck was not stated, but from the date of the telegram, it is inferred that it must have occurred when the vessel was near England. Other telegrams say the wreck took place on the coast of Devonshire.

THE ACCESSION OF THE EMPEROR OF CHINA.

(*Courier.*)

The long looked for accession of the Emperor of China took place at Peking on the 23rd of this month, or the 26th day of the 1st moon of the 12th year of his reign, when he himself was reckoned by Chinese usage to be 18 years of age, but was really only 16 years and 10 months old. He is the only son of the Emperor whose reign was known as Hienfung,—generally mistaken for his personal name—and is the eighth sovereign of the Manchu (or *Tsing*) dynasty. His personal name of *Tsai-shun* is considered too sacred to be used, and he will be generally known abroad by the name of *Tung-chi*, *i.e. United Sway*, the designation by which the years of his reign are called. In expectation of the approaching accession to sovereignty, and to do honor to the occasion, Peking has had for several weeks a large deputation of Mongolian princes with their families, and many *hiwh Fih*, or Living Buddhas, gathered from all the clans and *aimaks* scattered over the wide region of Mongolia; these, dressed in their quaint attire, in their furs, their coral and turquoise ornaments, their huge hide boots and their fanciful head-dresses, will recall the days of Kublai Khan, and present a scene as novel as it is picturesque,—the fading traces of a bygone age never to be reproduced. The Coreans have also sent three commissioners to represent their country.

We have no knowledge of the ceremonies which attended the accession; but the youth who has now been elevated to this responsible post has had a poor training to fit him to perform its duties in these days of change and progress among his subjects. His life hung by a thread, so to speak, on the death of his father in August 1861; and he probably owes it and his throne to the energy and wisdom of his uncle Prince Kung, and the prudence of the Empress Dowager and his mother. His life hitherto has been passed in the precincts of the "Forbidden City" in his Capital, and his face is unknown to his subjects, except the few hundreds who are there admitted to the court and the harem. He has only once been out of Peking since he came back to it from Jehol in 1861, as far as the *Tung Ling* or Eastern Tomb, to perform the obsequies to his father's spirit, and knows nothing of the Eighteen Provinces and their Dependencies except by report. His education has been in the usual routine of classical studies, and practice in those accomplishments of riding, archery and sports, which the Manchus still retain; but of the acts of government, the policy, resources and dangers of the Empire, and what have been the chief events during his nominal reign, we suppose he has almost no knowledge. Such is the seclusion in which he has been reared, that the citizens of Peking itself have no popular opinion as to his character, and most of them care very little what he is or does.

It is not at all certain that his guardians have kept him entirely ignorant of his future duties, and we will hope for better things from their known abilities; and also that they will retain their positions and influence under the new *régime*. The counsels and experience of Wan-siang, Tung Siun, Shin Kwei-fan, and others who have been at the head of affairs for the past decade, in conjunction with Prince Kung, are, we hope, still to be employed in guiding them. They have wisely kept their own counsel in respect to the important question which has been talked of among foreigners,—that of granting an Audience to foreign Ministers on terms of perfect respect, and without requiring of them any ceremony incompatible with the dignity of their own countries; but after the repeated discussions which they have had among themselves upon it, and the long controversy on the subject—beginning away far back in the history of the modern intercourse of China with foreigners and continued down through the Macartney and Amherst Embassies, the Missions of Lord Elgin in 1858 and of Mr. Ward, the American Minister, when at Peking in July 1859, and continued up to the past year by various foreign Ministers—they must have come to a full comprehension of the subject as it is regarded abroad. We think that this last point will be yielded, and that the Chinese statesmen will not risk any rupture with foreign Powers on the matter.

All foreigners resident in China, or connected with it by the ties of commerce, kindred, or philanthropy, have many reasons for wishing a prosperous reign to the youthful Monarch who has now assumed the Imperial Yellow, and that the amicable relations which have for some time marked their intercourse may be continued and strengthened. The Chinese who are now increasingly passing and repassing to foreign lands in search of employment, trade, or learning cannot fail to impart some new ideas to their countrymen; and though changes may be slow among them, it is better that they should be slow than subversive of rule, until the people are ready for the new order of things. In these changes and improvements the Emperor Tungchi is, perhaps, to act an important part, and he may well have the good wishes of all thoughtful foreigners and the prayers of all Christian people that the Governor of the Nations may make his reign a blessing to the millions under his sway.

DR. LEGGE'S FAREWELL LECTURE AT THE CITY HALL.

On the 11th inst. the Rev. Dr. Legge gave his farewell lecture at the City Hall, as the last of the present series of Winter Lectures. He chose for his subject the two heroes Kwan and Chin, who lived in the feudal times of China, and were distinguished by many acts which had caused them to afford pabulum for the imagination of every Chinese youth who studied the history of his country. Heroical qualities, he said, were not common in China, but there was sufficient of the element in Chinese history to have made him at one time determine that, if ever he became a grandfather, he would endeavour to write "Tales of a grandfather," such as would make the doings of Chinese heroes as familiar as the tales of Sir Walter Scott had made those of Scottish heroes. He had become a grandfather, but had not accomplished this work. He hoped, however, that he might yet do so, and that the present lecture would form an instalment of it. The lecturer gave a description of the geography of China during the feudal times, in which his heroes became famous, and of the various historical events of those unquiet days. The kingdom was then only one-eighth the size of the present empire, and was surrounded by hostile semi-barbarous states, whose inhabitants were designated "T"—barbarians—the term applied to foreigners to the present day. It was in the contests between the then Central Kingdom and these outer barbarians, and in the organisation of the different provinces under the rule of Chow, that his heroes became famous, and the Lecturer gave many curious historical facts and illustrations of the peculiar state of China in those days, and the ideas current among the Chinese concerning them. He pointed out that with the overthrow of Tso, the chief of the outer tribes, who were harrassing the kingdom, the war which had been waged between civilization and barbarism was terminated, and the despotic empire which has since existed under various changes established. In conclusion, he stated that, though changed in form politically, China was to the present day much what she was in the days of his heroes; adding that the destiny of the nation was in the hands of Him who alone could change the hearts of men, but that all who were resident in the country could do something towards its reform and regeneration, by showing an example of how Christian men could live.

At the conclusion of the lecture, Mr. N. B. Dennys proposed a vote of thanks for this interesting contribution to our knowledge of Chinese history, and reminded the audience that this vote was proposed under peculiar circumstances. They were saying good-bye to Dr. Legge, who was one of the oldest residents in the colony, and who had in a great measure identified himself with its history. (Applause.) It was almost impossible to place a just value on the labours which Dr. Legge had given to the world during the last few years. He stood, they knew, at the head of sinologues, and he had done more to give Western nations an idea of China and the Chinese than twenty travellers, and he was almost going to say than twenty missionaries. (Loud applause.) But he had achieved another position not inferior to his position as a sinologue. His judgment was considered most valuable in all the affairs relating to the Chinese of the Colony. Governors had consulted him, and the public, though they did not always agree him—it was only human nature that they should not agree with him sometimes—always attached great importance to his views. With regard to Dr. Legge's personal qualities, he need not say much: many present were members of his congregation, and most of them were personally acquainted with him. He was sure they would all join him in wishing Dr. Legge a happy passage home and a happy meeting with his family. (Loud and continued applause.)

Dr. Legge then rose and said he could have wished that Mr. Dennys had been much more brief on so poor a text as himself. He felt exceedingly the kindness of his remarks and the kind, and he might say enthusiastic way in which the audience had received them. He was going away from Hongkong, and yet he did not think he had done with it yet. (Applause.) He expected to come back in a comparatively short time. He had spent here the greater part of his life more than half the years he had lived, and it was impossible for him to leave without very considerable regret. He should be sorry for himself if he were able to do so, and he should be sorry for those present if they let him go away without sharing his regret. He thanked them very much for the expression of their feeling. As regarded the night's lecture, he had been glad to do it though it came hard upon him to write it down when his mind was full of other matters. Speaking for himself and the other lecturers, he could say that they had had great pleasure in ministering to the instruction of their audiences, and in helping to awaken interest in their minds and those of others. He hoped if Mr. Crawford were here when the next winter came round, he would be assisted by others in organising a similar series of lectures, and that they would continue this course. He would conclude by wishing them all good-bye. (Loud applause.)

REGISTRATION OFFICE FOR NATIVE SERVANTS IN SHANGHAI.

(*Courier*)

Sometime ago, we published the draft of a scheme for establishing in Shanghai, by private enterprise, a Registration office for the various classes of natives, male and female, employed by foreigners such as Compradors, Shroffs, House-servants, Amahs, Washermen, Chair Coolies, &c.,

these a considerable premium had been realised, which, they would observe, had been devoted to the improvement of property in various ways. Additions and repairs had been made, and something had been written off to Depreciation Fund. But he might also remark that the amount shown as realised premiums on these shares was not really so large as it appeared on the accounts, because they were bought *cum* dividend, and the amount of the dividend had therefore to be deducted from that stated. He did not know that there was anything else to notice, and if no further explanations were required, he would move—

"That the Report and Accounts of the Directors be accepted and passed."

Mr. Miller seconded.

The following is the report:—

"An important extension of the Company's premises was effected at the beginning of the year, by the acquisition of Duddell's Wharf, with other adjoining properties, and by the erection of three large godowns, and further additions have subsequently been made, including 300 feet of new Wharf, in continuation of the lower end of the old Wharf. At the beginning of the year, the river frontage possessed by the Company was 720 feet; it is now 1,040 feet, the whole of which is faced by a serviceable Pier. Of this length of frontage, the right to use the portion opposite the Sailors' Home—about 130 feet—is held under lease from the Trustees of that Institution, until the 1st January, 1876.

"To provide for this large increase of property, 730 additional shares have been issued, in accordance with resolution of the General Meeting held on 8th January, 1872.

"The paid-up Capital of the Company now amounts to.....Tls. 203,000.00
And the property stands at..... " 238,670.41
Of the Capital Stock there remain unallotted 470 shares, of which 120 are in the hands of the Directors, to be issued at their discretion in terms of the resolution of 8th January, 1872.

"The results of the year's business, as shown in the accompanying accounts, are that, after devoting Tls. 2,468.99 to repairs and depreciation for the year, and reserving Tls. 13,264.28 for future contingencies of that nature, there remain for division Tls. 31,122. Out of this the sum of Tls. 11,922 was distributed on July 1st as an interim dividend to shareholders at the rate of Tls. 6 per share; and the sum of Tls. 12,180 has to be similarly applied now to the payment of a like dividend on 203 shares, making 12 per cent. for the year. Of the balance, Tls. 6,150.77, being one-fifth of the net profits, is due to shareholders who have contributed business, in proportion to such contributions, in terms of clause 68 of the Deed of Settlement.

"Considering the large outlay that has been made in the past year in provision for increasing business, the full returns on which have not yet been realized, the Directors hope that the accounts now presented will be satisfactory to the shareholders. It may be mentioned that the last year's earnings have been charged with sundry exceptional expenses incidental to the transfer of the business from Olyphant's Wharf and the organization of the present Company, amounting to about Tls. 3,000; and a direct loss of Tls. 687.46—also exceptional—was sustained by the discontinuance in February last of the Company's Fire Insurance on goods stored,—an item which heretofore has always shown a profit.

"A trifling increase has been made in the charges for Wharfage on the steamers of greatest length which make use of the Wharf, but the general tariff for the discharge of ships and custody and delivery of cargo is still extremely low. During 1872, 59 sailing vessels and 181 steamers were discharged at the Company's Wharf; the receipts of cargo were 1,970,226 packages (including timber and heavy machinery) and 22,883 tons of Coals and Flints; and the deliveries were 1,808,861 packages and 15,710 tons of Coals and Flints.

"With a view to increasing the Company's storage returns, a considerable reduction in the tariff on European manufactured goods was established on 1st September last, and there is reason to believe that this measure has been beneficial to the interests of the Company."

Mr. Young made a suggestion to the effect that the amount of Tls. 22,000 owing to the Hongkong and Shanghai Bank, should be paid before a dividend was declared, but a proposition to that effect met with no seconder.

At the proposition of Mr. Lang, seconded by the Chairman, it was resolved that a dividend of 6 per cent. should be paid to the shareholders, and Tls. 6,150.77 be distributed among shareholders contributing business, pro rata according to the amount of such contributions.

Messrs. E. H. Lavers, A. G. Wood, F. D. Barnes, O. C. Behn, and A. Michie, were appointed Committee for the ensuing year.

Mr. Nissen said, before the meeting broke up, he would like to bring to its notice that his firm, Messrs. Siemssen & Co., contributed one-third of the whole business of the Company—consequently they might perhaps be of his opinion, that it was nothing more than fair that the agency should be transferred to them. It appearing that it was necessary to send in a requisition for the matter to be brought forward, its discussion was deferred, and the meeting separated with the usual vote to the Chairman and Directors.

THE SHANGHAI STEAM NAVIGATION COMPANY.

(*Courier.*)

ANNUAL MEETING.

This meeting took place on the 9th instant, at the office of Messrs. Russell & Co., agents of the Company.

Present:—Messrs. F. B. Forbes, president, in the Chair; John Dent, F. H. Bell, W. J. Blydenburgh, F. D. Hitch, directors; Rowley Miller, H. de Conrcy Forbes, J. M. Young, W. S. Maclean, W. Mitchell, F. D. Bush, W. E. Allum, John Brand, W. Paterson, A. Sykes, J. Morrison, W. J. E. Stewart, G. H. Wheeler, T. R. Wheelock, P. K. Damaresq, O. Brandt, Aug. White, G. A. Butler, H. Cordier, F. A. Groom, S. Daly, F. Henderson, A. Voisin, J. I. Miller, J. B. Tootal, E. W. Rice, W. Kaye, F. Carnie, O. Schuffenauer, E. P. Laloaca, and W. W. Lovett, representing 15,785 shares.

On the call of the Chairman, Mr. Rowley Miller read the notice convening the meeting.

The Chairman said that, owing to the departure of his predecessor before the expiry of his term of office, the duty devolved on him (the Chairman) of laying before them the Report of the Directors and the Accounts of the Company for 1872. And as these documents had now been some days in the hands of the Shareholders, they would, as usual, be taken as read. The Directors had no doubt that the Accounts laid before the Shareholders would by them be regarded as satisfactory, even though the net earnings of the Company were considerably less than those of the previous year. That was due, first of all, to the large quantity of Tea that had been shipped from Hankow by steamers other than those of the regular river steamboat companies. Then, there had been a great falling off in the transport of Cotton. Besides, the cost of repairing the steamers had fallen heavily on the past year. But this would not need to be repeated for many years, and the fleet was now worth much more than it stood valued at on the books. The *Shansi* and *Plymouth Rock* had been, in fact, almost entirely renovated, and the Directors thought the outlay under this head had been well spent. The delay in the building of the *Shikking* at Glasgow was an inconvenience, and might be a loss to the Company. She was to be of iron; the same kind of steamer as the *Kiangsu*, and, like her, available either for Ningpo or the Gulf trade. She would cost about £30,000. The new steamer *Nanking* promised to be an important addition to their resources; as her capacity for cargo was very large on a very light draught of water. She would cost about Tls. 200,000.

The additions made to the Company's premises during the year had been very important and valuable. The Central Wharf at Hongkew was now being bunded along its frontage, and would, at a moderate cost, be a source of revenue to the Company till it should be needed for their own purposes. The risk of fire to the Company's premises and to their steamers in harbour had been greatly lessened this year by the presence at Kin-lee-yuen of a powerful floating Steam Fire Engine; and another was now getting ready for their use at Hankow.

Looking at the Accounts as a whole, he thought the shareholders had good ground to congratulate themselves on the strong position the Company had secured for itself; and if they considered the great facilities they had at every point for trade, their large staff of well trained and experienced employés (whose zeal and ability he had great pleasure in taking the present opportunity of acknowledging) their capital so advantageously invested for the purposes of the Association, and their Reserves invested in a form at once secure and readily realisable for any emergency,—he thought they would agree with the Directors in thinking that the permanent interests of the investors had been amply protected. (Applause.) He would be happy to answer any questions any shareholder might wish to put. There being no questions, he had now to propose:—

"That the Report of the Directors and the Accounts for the year 1872, as presented, be accepted and passed."

Mr. Dent seconded the motion.

Mr. Brandt asked whether the cost of the *Nanking* was included in last year's accounts.

The Chairman: Partially; to the extent of Tls. 170,000; it will take Tls. 30,000 more to complete her.

The resolution was then put to the meeting and carried unanimously.

Mr. Dent said the proposal he had now to offer had been arrived at by the Directors after very serious consideration, but they were agreed in thinking that it was made in the interest of the Company. The plot of land at the foot of Taiping Road, between that and Old Dock, with its river frontage, was held in trust by Mr. Warden. It to some extent overlapped the Company's property to the west, and they feared that if it passed into other hands, it might interfere with their privileges river-wards. They, therefore, thought it sound policy to secure it for the Company. The narrow strip to the north of the Namtao estate was necessary to complete the Company's property in that direction. He had, therefore, to propose, and Mr. Blydenburgh seconded—

"That the purchase by the Directors of the plot of land between the Old Dock and the Taiping Road for the sum of twenty-eight thousand taels, be confirmed by the shareholders; and that the purchase of the strip of land on the north side of the Namtao be hereby authorized."

The Chairman said he might explain further about that strip of land at Namtao, that the space thus secured was being utilised for the erection of a godown for the storage of oil, which would be a great advantage to the Company, as it would enable them to keep their godowns at Kin-lee-yuen clear of oil.

Mr. Young wished to know how much was paid for it, and if it was included in the sum named in Mr. Dent's motion.

The Chairman said the price of it was very small—only Tls. 1,900.

Mr. Dent's resolution was then put, and passed unanimously.

Mr. J. I. Miller had much pleasure in proposing—

"That Mr. F. B. Forbes be elected president; and Messrs. John Dent, F. H. Bell, F. D. Hitch, and W. J. Blydenburgh, directors of the Company to serve till the next General Meeting; also, that Mr. Rowley Miller be appointed auditor, to serve for the same period."

Mr. Wm. Paterson seconded, and the resolution being put, was carried unanimously.

The Chairman returned thanks for himself and his colleagues.

Mr. F. H. Bell said that, in going through the Deed of Settlement and revising it, with a view to its being reprinted, the Directors found several changes had been made, which, although they had already been passed at successive meetings of the shareholders, they thought it well to bring before this general meeting before embodying them in the revised Deed of Settlement. He had, therefore, to propose the following resolution in which the changes referred to were embodied. In the Deed of Settlement, Article VII. provided that no new steamers could be bought, nor reserve funds invested, nor various other things done, without the sanction of a general meeting of the shareholders. It was soon found in the working of the Company, that these provisions were impracticable, and that the Directors were hampered by them to the detriment of the Company. It was, therefore, resolved at a general meeting in 1868 that many of the powers which Art. VII. restricted to the general meeting should be vested in a majority of the Directors. He, therefore, proposed:

That the following alterations be made in the Deed of Settlement:

That Article VII. be amended to read:

"The purchase or building of additional premises, and appropriations for Reserves and Insurance Funds shall only be made by a vote of shareholders at a General Meeting."

That Article VIII. be amended to read:—

"The President and Board of Directors shall have authority to empower the Agents to purchase, build, or sell steamers for account of the Company, whenever in the opinion of the majority of the Board it is expedient to do so. They shall determine upon the details of the construction and ordering of new boats; upon repairs of the old; upon the line of employment of the various boats, changing from one to the other as circumstances render advisable; and they may at any time in the year, require a detailed statement from the Agents upon any point over which they may wish to exercise supervision.

"They shall be empowered to declare and pay dividends to shareholders on or about the 30th of June and the 31st of December of each year, if, in their opinion, warranted by the position of the Company's accounts.

"They may call a meeting of shareholders whenever in their judgment necessary, and do so at any time on the requisition of a majority of the shares.

"They may decide as to the investment and management of the Reserves."

This was seconded by Mr. Hitch.

Mr. Tootal observed that a Special Meeting of the shareholders could be called at the instance of the shareholders only if a majority of the shareholders concurred in the requisition. He thought it would be very difficult to secure the concurrence of a majority of the shareholders who were now very numerous. This he thought was too large a proportion to make essential to the calling of a meeting. If he remembered rightly the Deed of Settlement required the concurrence of only 52 shareholders.

The Chairman explained that Mr. Bell's resolution proposed nothing new. It only proposed to embody in the Deed of Settlement, changes already made in it, and standing as passed in the minutes of the Company's meetings. What Mr. Tootal objected to was already, in fact, part of the constitution of the Company.

Mr. Young said the arrangement about a majority of the shareholders concurring might have done very well when there were only 1,000 shares, but now when there were some 11,000 or 12,000, it would be very difficult to get a majority who could be asked to concur. In the altered circumstances of the case it was well worth considering whether some change should not be made in this respect.

Mr. Tootal thought if a majority of the shareholders was the present arrangement, it was not a desirable one. There were now 22,000 shares. How could they expect to get the concurrence of a majority of the holders of so many shares? He would propose that the concurrence of 50 shareholders should be sufficient to secure a general meeting.

Mr. Bell thought if there ever arose a case in which the Shareholders should wish to summon a meeting contrary to the wish of the Directors, the circumstances must be of such an extraordinary character that, practically, there would be no difficulty in securing the required concurrence of the majority.

After a good deal of conversation, Mr. Tootal proposed a resolution to the effect that a requisition signed by 50 shareholders, representing not less than 2,500 shares, should be sufficient to secure the calling of a meeting. But this amendment, not being seconded, fell to the ground; and Mr. Bell's resolution was then put and carried unanimously.

The business of the meeting was concluded by Mr. Tootal proposing a vote of thanks to the Chairman and to the Directors for their able management of the Company during the past year. Though he had differed with them on one point, he, in common, he was sure, with the body of Shareholders, felt every confidence in their wisdom and energy in conducting the affairs of the Company.

LE soussigné informe Messieurs les Capitaines de navires de Commerce Français qu'il leur est strictement interdit d'embarquer des matelots étrangers provenant de Boarding Houses autres que celles affichées à la Chancellerie de ce Consulat.

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Agents.
1y 15 Hongkong, 1st January, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 765,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15%, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents.	½ per cent. per annum.
Other dwelling Houses used strictly as such, and their contents.	¾ "
Godowns, Offices, Shops, &c., and their contents.	1 "

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.
GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
tf 1168 Hongkong, 24th June, 1872.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅓ of the annual rate
Not exceeding 1 month	½ do. do.
Above 1 month, and not exceeding.....	3 " ⅔ do. do.
Above 3 months and not exceeding.....	5 " ⅔ do. do.
Above 6 months the full annual rate.	

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 675 Hongkong, 13th August, 1869.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co.,
General Agents.
tf 314 Hongkong, 16th February, 1872.

Vessels on the Berth.

FOR MANILA.

THE British Steamer
"SUAL"
will have quick despatch for the above port.
For Freight or Passage, apply to
E. J. SAGE.
tf 439 Hongkong, 18th March, 1873.

FOR SAN FRANCISCO.

THE *A* 1 American Clipper Barque
"ALDEN BESSE,"
Capt. Besse, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 425 Hongkong, 15th March, 1873.

FOR LONDON.

THE *A* 1 German Barque
"HONGKONG,"
248 Tons Register, will load here and at Whampoa for the above port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.,
tf 420 Hongkong, 15th March, 1873.

FOR SAN FRANCISCO.

THE *A* 1 British Barque
"SEA MEW,"
465 Tons Register, will load here for the above port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 400 Hongkong, 15th March, 1873.

FOR SAN FRANCISCO.

THE *A* 1 British Ship
"DRAGON,"
McClemmon, Master, will have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 408 Hongkong, 12th March, 1873.

FOR PORTLAND (OREGON.)

THE well-known *A* 1 British Clipper Barque
"FORWARD,"
Wm. Whyte, Master, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above port.
For Freight and Passage, apply to
ROZARIO & Co.
tf 402 Hongkong, 12th March, 1873.

FOR MELBOURNE *direct.*

THE *A* 1 Clipper Barque
"CAP-SING-MOON,"
Captain Sorenson, having the greater portion of her Cargo engaged, will have immediate despatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 394 Hongkong, 10th March, 1873.

FOR SAN FRANCISCO.

THE *A* 1 American Clipper Barque
"EDWARD JAMES,"
Patterson, Master, having the greater portion of her Cargo engaged, will have immediate despatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 388 Hongkong, 8th March, 1873.

FOR HAMBURG (*Direct.*)

THE *A* 1 British Ship
"NYASSA,"
Garrioch, Master, 780 tons Register, will load here and at Whampoa, and meet with quick despatch.
For Freight, apply to
MELCHERS & Co.
tf 159 Hongkong, 25th January, 1873.

FOR PORTLAND (OREGON).

THE *A* 1 Ship
"CANADIENNE,"
Equin, Master, having the greater portion of the Passengers and Cargo engaged, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 151 Hongkong, 23rd January, 1873.

FOR MANILA.

THE Spanish Barque
"CANDELARIA,"
Barredo, Master, will have immediate despatch as above.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 243 Hongkong, 1st March, 1873.

FOR MELBOURNE AND SYDNEY.

THE *A* 1 Clipper Ship
"MARQUIS OF ARGYLE,"
shortly expected from Amoy, will have quick despatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 355 Hongkong, 4th March, 1873.

FOR SAN FRANCISCO.

THE *A* 1 British Clipper Ship
"GREEN JACKET,"
Kogh, Master, will have early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 271 Hongkong, 14th February, 1873.

FOR PORTLAND (OREGON).

THE *A* 1 American Barque
"GARIBALDI,"
Capt. Noyes, will have early despatch.
For Freight or Passage, apply to
ROZARIO & Co.
tf 142 Hongkong, 22nd January, 1873.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.

The above premises comprise a large Machine-Shop, containing a
WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.

The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
JOHN FORSTER & Co.,
Agents.

The list of Charges for remetalling, or docking vessels for examination, painting iron-ships, &c., &c., can be obtained on application.
tf 876 May 3.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Successor to RODMOND GIBBONS & Co.,
Sole Agents for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. |1y 634 April 6

蒙煤記英
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.
1y 750 Hongkong 24th April, 1872.

蒙煤記廣
KWONG-KEE COAL SHOP.

THE Proprietor of KWONG-KEE Shop begs to inform the Public that his Shop has been established since 1867, at 39, Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.
1y 1385 Hongkong, 30th July, 1872.

To be Let.

TO LET.

HOUSE No. 1, in Seymour Terrace, at present in the occupation of A. HANCOCK, Esq. Possession on the 1st May next.
HOUSE No. 9, in Peddar's Hill, at present in the occupation of M. H. CROMARTIE, Esq. Possession on 1st April next. Apply to
DAVID SASSOON, SONS & Co.
tf 428 Hongkong, 15th March, 1873.

TO LET.

A SET of OFFICES in Club Chambers, D'Aguilar Street. Apply to
DOUGLAS LAPRAIK & Co.
tf 371 Hongkong, 7th March, 1873.

TO LET.

TWO Large Airy ROOMS, in a central part of the town. Address, "X. Y. Z.," care of *Daily Press* Office.
tf 350 Hongkong, 3rd March, 1873.

TO LET,

WITH possession from the 1st May, "CRAIGENGOWER," Caine Road.
LANE, CRAWFORD & Co.
tf 340 Hongkong, 1st March, 1873.

TO LET,

With possession on or about 15th April next,
THE RESIDENCE known as "BELLVUE," situated in Albany Road.
For particulars, apply to
R. F. HAWKE.
tf 341 Hongkong, 1st March, 1873.

TO LET,

Possession on 1st April,
A THREE-STOREY Comfortable HOUSE in Hollywood Road in thorough good order, having nine rooms and a fine view of the harbour. Gas and Water laid on. Rent moderate. Apply at No. 12, Hollywood Road.
251 Hongkong, 4th March, 1873.

TO LET.

(With immediate possession).

THAT highly desirable and commodious Family residence, "FAIRLEA," situated in Bonham Road West, and formerly in the occupation of ROBERT MCMURDO, Esq. There are 12 Rooms, 3 Stalled-stable, Coach-house, Harness Room, large Kitchen Garden, and Pleasure Grounds, Gas and Water laid throughout. Apply to
ED. SHARP & TOLLER,
Solicitors.
tf 172 Hongkong, 25th January, 1872.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *TRAVANCORE*, Captain C. H. EASTLEY, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 20th March, at noon.

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 19th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers of cargo for Bombay are requested to take note, that the steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. MCIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 8th March, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
MAHE, ST. DENIS, PORT LOUIS, AND BOMBAY.

ON THURSDAY, the 27th March, 1873, at noon, the Company's S. S. "*PROVENCE*," Commandant BRUNET, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 26th March, 1873. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.
Hongkong, 13th March, 1873.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*JAPAN*" will leave Hongkong for San Francisco, via Yokohama, on SATURDAY, the 12th April, at 3 o'clock P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to principal points in the United States, Canada, and Europe, via Overland Railroad and connecting Lines of Steamers, and to ports in Mexico and Central and South America.

A Steamer of the Company will leave Shanghai about same date, via the Inland Sea Ports, and make close connection at Yokohama.

The "*JAPAN*" will be due at San Francisco May 14th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York, and for all the principal cities in the interior and upon the Atlantic Seaboard.

Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comf